The Pink Sheet—Sporting Section.

The Leading Events IN THE DOMAIN OF SPORTS.

Los Angeles Sunday Times

Part VII: 14 Pages. ROUND-UP OF THE WEEK.

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HOME RUN IN NINTH BY HEINIE—ANGELS WIN.

Sudden Ending.

HEINIE'S HOMER DEFEATS OAKS.

Hit Third Ball Pitched Him in Ninth Over Fence.

Fitting Climax to Pretty Game Full of Thrills.

Ables Holds Angels to Four Hits in Eight Innings.

BY HARRY A. WILLIAMS.

This is the story of how a pitcher got into a game just long enough to throw three balls and have the third one knocked out of the place for the winning run. Stick with us a few minutes, and we will tell you all about it. It is some story.

"Bud" Fernoll, member of "Bud" Sharpe's night shift, is the character expected to move you to tears, and "Heinie" Heitmuller is the Hero. And that goes with a cap. H.

With one swing of his muscular arms in the ninth inning, Heitmuller sent the sphere sailing over the center field fence, shattering the "two all" tie which the Oaks had established less than two minutes before and threw eight thousand sober people into temporary insanity. This blow, the climateric act of an emotional afternoon, settled beyond all dispute an argument that had waged more or less uncertainly for an hour and three-quarters. Score: oLs Angeles, 3; Oakland, 2.

A few words will suffice to show the setting. The ninth inning opened with the count, 2 to 1 in favor of the home folks. Sharpe wanted one more run mighty bad, ad he began to call in the night workers. He got that tieing run all right, but at the pain of losing Ables from the case. Ables was sacrificed in order to let Abbott try his skill as a pinchman. "Bud" Sharpe was the unhappy individual selected to act as chaser to Ables.

HEINIE SHINES.

Heitmuller drew the "first up" assignment in the last half of the ninth. That explains why Pernoll was permitted to serve but three balls. "Heinie" was laying for a home run. One good lick would decide the battle. Pernoll emitted two wide ones. Heitmuller, being a young man with a good eye, did not bite. Pernoll opined that it was about time to put one over.

He then did something that brought undying fame to Mathewson, Marquard and Baker. He groved one. He groved it just to "Heinie's" liking. Heitmuller brought those bullock-like shoulders into action. There was the sodil, satisfying sound of second growth ash meeting seasoned leather, and eight thousand pairs of bulging eyes followed the ball as it shot into distant center, a lessening white speck. It was a low, hard drive, and not an inch too high. The ball struck the top of the fence, and ricochetted on into Luna Park, there to be picked up and cherished by some urchin as the most famous combination of yarn and leather ever rolled in one package.

Great excitement prevailed. Strong men swooned. Women jabbed each other with hat pins in sheer joy. Invalids who had not walked for years, rose up on their hind legs and jumped six feet in the air. Staid, dignified citizens got down on their hands and knees and tried to bite the iron knobs off the chairs. Possibly, some of them succeeded. Oh, it was some frenzy of joy.

There was but one person present in his right mind. That was "Heinie." He refused to be divested of his reason. All this time "Heinie" was leisurely jogging around the bases. He did this simply because the rules require it. With memories of Merkle's great mistake lingering with him, "Heinie" didn't intend to take any chance of getting tripped up on a technicality. By the time Heitmuller had reached third, with Walter Nagle raving at his side, the twenty-fice-cent customrs had escaped to the grass, and the field was a seething

(Continued on Eighth Page.)

STEARNS IN BAKER OFF FOR SAN DIEGO.

E. Roger Stearns, vice-president of the Standard Motor Car Company of this city, is trying to pull off a little stunt with a Baker electric. He drove the car to San Diego on Saturday with a newspaper reporter as his guest. Stearns has agreed to give a full report of his trip to The Times, and careful tab is being kept on the Los Angeles man, who is one of the prominent dealers here.

The distance from Los Angeles to San Diego is 132 miles. It will be necessary to recharge the electric batteries before the return trip, and Stearns will remain in the southern city until Monday morning. He will then try to make the run up the coast, which is a much harder trip than the journey from here to San Diego. The Baker electric's mileage will be tabulated by the newspaper man, who is acting as observer on the novel run. He will give a complete report of his trip.

Needed Relief.

MANY CHANGES IN FOOTBALL.

STUDENTS OF GAME MUST STUDY THE NEW RULES.

More Open Play Will Now Be Possible Than Under Former Conditions—Downs Raised From Three to Four—Field is Shortened Ten Yards.

Once more the intercollegiate football season opens with the changing of the rules governing the play. This has been the case for the past five years. First they opened up the game, then closed it a little and now it looks as though a happy medium had at last been reached.

The changes are three in number regarding the actual field of play. First the number of downs to gain ten yards has been increased from three to four; secondly, the field has been shortened ten yards, and lastly the twenty-yard limit beyond the line of scrimmage for the forward pass has been done away with altogether.

The scoring has also been changed, but this will in no way affect the style of play, only tending to make the ultimate scores of the games this season larger than before.

RADICAL CHANGES.

The changes in the style of play, however, will make a radical difference. In the first place adding another down will tend to bring in more of the line formations, such as straight bucks, split plays and masses on tackle. In short, straight football will have more of a chance under the new rules. However, this will not close up the game, as the doing away with the twenty-yard limit on the forward pass will allow those long heaves of three years ago, when the full back could pass the ball forty yards down the field to the ends. This will tend to open up the game, as the chances of working the forward pass will be just about doubled. Under the former rule, only two men could get under the ball, a half back and an end. Now, not only will the ends be able to get under the ball, but many of the line men can get down the field and protect a man while he is gathering in the flying oval.

In shortening the field ten yards, it merely means that there will be more scores and that with a shorter distance to go more line bucks will be used. In fact, the game this season is practically the old thing with the forward pass added. So we are going to get that red-blooded stuff of the old days mixed with the thrilling plays that come from the open formations.

THE LAST CHANGE.

The eastern authorities say that this will be the last change made in the game and that it will stand from now on as played this year. The game now is supposed to be the final production of all the styles of play and so combined that the dangerous elements are eliminated, while there will be more of the open work displayed.

The American game is on its last legs in the South this season, as Rugby has taken a firm root here and unless the games with the outside teams show so much class that they cannot be overlooked, Rugby will be the big game of California in the season of 1913. Washington, Oregon and all the colleges and universities of the Rocky Mountain section say that Rugby will never take hold, but it is a noticeable fact that many of these colleges have taken up some of the Rugby features and are using them in the open style of play.

COMBINATION THE ANSWER.

The ultimate answer to this football question lies in a combination of the best features of Rugby with the most striking features of intercollegiate football. This idea would be scoffed at by many if propounded, but nevertheless the time will come when the change will be realized.

If they took the backfield formations of Rugby and combined them with the line formations of American football, think what a great game would result. Of course, it would take a great deal of time and a lot of hard thinking to evolve a system bringing in all the best things of both games, but it could be done.

Take, for instance, Rugby, as played by the American college man. When first introduced, the ball was heeled out of the scrum each time and a passing rush started, but the keen American coaches soon found out that these rushes were broken up at once, so now to gain needed ground, the ball is kept in the pack and dribbled down the field, giving a great deal of that much-talked-of close play which made the old game turn up its toes and die.

"The Times" Car on Old Santa Fe Trail Routing Highway.

Above the farmers of Missouri have been overtaken in their work of preparing the highway for The Times Special. Some of these men are prominent in business affairs, but they gave their time to put the roads of Missouri in tourable shape. On the right is the organizing car meeting an old prairie schooner directly on the old Santa Fe trail, in New Mexico near Raton Pass, with the original ruts formed by the prairie schooners showing plainly in the old road. On the left The Times car, with C. Francis Jenkins of Washington, D. C., on the Brooklyn bridge in New York. Jenkins piloted us from Washington to the finish of the long trip.

Bringing Home the Bacon.

MIGHTY RESULTS FOLLOW OCEAN-TO-OCEAN TOUR.

Twenty-five Thousand Dollars Raised in Yuma for Work on Route Followed by "The Times" Special. Phoenix Road Race to Follow Course Chosen by Old Gray Battleship on Epoch-Making Trip.

BY BERT C. SMITH.

TWENTY-FIVE thousand dollars will be spent on the roads between Yuma and Dome, the route chosen by The Times Special on its great ocean-to-ocean tour. The Phoenix road race will be run over the course followed by The Times car from this city to Phoenix. Already $10,000 has been raised in Southern California for work on the proposed Banning route of the national highway since The Times organizing tour was completed. These are some of the many results which have followed the epoch-making journey.

The ocean-to-ocean highway has been routed by The Times Special from Los Angeles to New York. The proposed national highway has been definitely located. The route selected by the Phoenix good roads convention and later by the Kansas City convention has been accepted.

Following the completion of the ocean-to-ocean tour business men of Los Angeles have organized an auxiliary to the Ocean-to-Ocean Highway Association for the purpose of putting in shape the highway between this city and Yuma. The Los Angeles-Phoenix road race will be run over this course.

John S. Mitchell, president of the Ocean-to-Ocean Highway Association, has been chosen head of the auxiliary with Stoddard Jess of the First National Bank as chairman of the Executive Committee and Roy P. Hillman of the German-American Savings Bank as first vice-president. Motley H. Flint is treasurer and chairman of the Publicity Committee and J. J. Jenkins is secretary.

Lewis Schwaebe, one of the best known of the automobile dealers, is a director in the new association, and Eddie Maier is associated with him. These two men have taken a leading part in the good roads work and are both enthusiastic on the question of a national highway from sea to sea.

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ADDITIONAL SPORTS Page 8, Part I.

Too Much Class.

M'LOUGHLIN IS EASY WINNER.

WALKS AWAY FROM CLOTHIER IN TENNIS SEMI-FINALS.

Former Champ Plays Best Game of His Career in Third Set, but Falls Down Badly in Final One, Johnson Defeats Behr, and Two Californians Are to Fight It Out.

(BY A. P. NIGHT WIRE TO THE TIMES.)

NEWPORT (R. I.) Aug. 24.—Maurice E. McLoughlin and W. F. Johnson won the semi-final matches in the all-comers tournament for the national lawn tennis championship in singles today and will meet on Monday in the finals for the championship. McLoughlin defeated William J. Clothier of Philadelphia, 8-6, 6-2, 3-6, 6-4. Johnson won over Karl H. Behr of New York, 4-6, 6-3, 6-0, 6-2.

The two matches were witnessed by 3000 spectators. The two Philadelphians played with steadiness and coolness. While Johnson was enabled by this method to win against Behr, the dashing game of McLoughlin crushed through the steadiness of Clothier. Neither contest was particularly brilliant, but the McLoughlin-Clothier match developed many long rallies and numerous spectacular shots.

Clothier was some time in finding his game and the first set stood three games to one in favor of McLoughlin before the Philadelphian began to speed up his strokes. Clothier had the set five games to four and 6 to 5 when four excellently placed shots by McLoughlin squared the set. Then Clothier's errors gave the set to McLoughlin.

McLoughlin made short work of the second set. After Clothier had won two games the Californian ran it out on brilliant playing and two service aces.

Clothier played the best tennis of the match in the third set. His rallies were good and McLoughlin had difficulty in passing him. The Californian drove frequently into the net. The set went to Clothier through his taking the last five games in succession.

Clothier held McLoughlin in the fourth and what proved to be the final set until the ninth game. In that game deuce was called eight times before McLoughlin won through two hard drives down the side lines. Only one more game was necessary to give the match to the Californian.

In the Johnson-Behr contest, Behr became very nervous and excited and practically defeated himself by frequent errors. After the match today McLoughlin was a 3 to 2 favorite for the championship.

RESULTS FOLLOW NATION-WIDE TOUR.

From the Pacific Coast clear across the continent to the Atlantic seaboard reports are pouring in concerning the results of the ocean-to-ocean tour of The Times Special. Money is being raised in every city, town and village touched by the organizing car. Officers of the divisions of the Ocean-to-Ocean Highway Association elected at the meetings held while the car was en route from Los Angeles to New York are working successfully toward the completion of the first great task of putting the highway in tourable condition.

That a national highway will be completed before another half a decade passes seems now certain. That the roads will be in shape before the world's fair is opened in San Francisco now seems assured. In every State touched by the organizing car the Governors and prominent legislators are working for bond issues that will be applied at once to the cross-State section of the national highway. Long before any of us realize it, we will be able to drive from this city to New York over a smooth boulevard.

Save the Pictures of Your Vacation Trip

Put them in one of our Albums.
We have them for all the different sizes.
Bring US your films,
We do Developing, Printing and Enlarging.
Latest Kodaks and freshest supplies in our Camera Department.
Eastman agency for 21 years.
How about a new shotgun this season?
We will give you a trade on your old one.

Tufts-Lyon Arms Company
"GOOD SHOOTING GOODS."
428 South Spring Street

---Dove Season

—the season for dove opens September first, they're a swift and gamey bird, but you can fill your bag if you use a SMITH, PARKER or FOX shotgun—they're the quickest and most natural pointing guns in the world.

—other articles you will need, clothing, shells, game bags, shoes, leggings, canteens, hunting knives, gun cleaners, oil, etc.

Our Gunsmith is an Expert.
"Everything Shooting"

Dyas-Cline Co. INC.
BETWEEN BROADWAY AND SPRING.

Rauch & Lang Electrics Are The Best

1. More Mileage 2. Easier Riding
3. Better Built 4. More Luxurious
5. Better Materials Than *Any Other* Car

Three Thousand Dollars
Standard or Colonial Bodies
California Motor Company, 10 and Hope
R. C. Hamlin, 1150 South Olive St.

DOVE SEASON
Opens Next Sunday, Sept. 1st

Factory Loaded Ammunition, Winchester or U. M. C. They'll work where others fail.
expert look your gun over. A few good rent guns for those who
in this store is a partner. See if they don't treat you right.

HENRY & CORNETT
GOODS CO. INC.
442 SOUTH SPRING STREET. Main 2214.

Home Industry.

SIXTY TRUCKS EVERY MONTH.

Moreland Factory Plans Call for Big Expenditure.

Twice the Present Capacity Promised This Year.

Noted Designer Returns from East Ready to Work.

One of the most extensive motor truck projects of the coming 1913 season is that outlined by Watt Moreland, president of the Moreland Distillate Truck Company, who already has made plans to double the capacity of his plant. With the extra equipment already ordered it means that the Moreland factory will not only be the largest commercial vehicle plant in the West or Middle West but will rank with any of the larger concerns in the East. The Moreland capacity will be increased to an output of sixty trucks a month for twelve months in the year.

Watt Moreland is unostentatious. He never boasts. Steadily he has climbed to the position he now holds. There were those who prophesied that the venture was too great for the local man. Many said he would fail. Now he is able to cope with the biggest plants in operation. He has made a feature of the distillate burner.

Here again it was a question many could not answer. Moreland was ridiculed by some. When he offered to start in an endurance contest either to San Francisco or anywhere else he found few takers. He has proved that economy is one of the biggest items when it comes to running commercial cars and in the Moreland distillate truck he has demonstrated that at a minimum cost the commercial car can be driven many miles with a capacity load.

The new factory, as outlined by Moreland, will have a frontage of 250 feet on Main street. Here will be installed the latest down-to-date show room facilities where the trucks can be exhibited. This show room will be arranged along the same lines as those adopted in the large eastern plants. It will mean that the last word in the truck business will be known here.

SHEET METAL.

In the new factory special attention will be given to the sheet metal department. This will be elaborate. Every piece of metal used in a Moreland truck will be prepared in the Moreland factory. In fact it will mean that every part of the big truck will be manufactured here. This is the first time such a gigantic proposition has been sprung in the West.

Special attention will be given in the enlarged plant to the body department. The latest designs will be studied. It will be possible to select any style of body for any make of truck. Special care will be given in this way to complicated orders calling for detailed work. It will mean that the body department will contain some of the best designers and workers now in the trade.

On a recent visit to the East Moreland studied the methods used in the larger plants. He returned primed for business. His new plant will be large enough to carry out his ideas. From the designers' rooms entirely through to the test department the factory is to be thorough in every detail.

NEVER STOPS.

While these alterations are being made the work will proceed just the same. There will be no delays. The advance orders now on the books demand extra work and this will be done as far as possible before the newer plant is in operation. Moreland trucks are now being delivered to all parts of the West. With the larger factory the Middle West and the East will also become the market.

The service department in the new factory is to be elaborate. Men will be constantly on hand to give the Moreland truck users the best of care and attention. The advertising department will also be adequate and care will be taken to market the goods by the latest known methods and experts will be employed to handle this feature of the business.

One of the recent demonstrations may result in revolutionizing the automobile truck industry. A five-ton Moreland truck, loaded with six and one-half tons of produce, was driven eighty miles for $1.96 in fuel. This, of course, means oil and distillate combined. It was an economy test that will be looked into carefully by business men, several of whom are anxious to enjoy another such demonstration where they have a chance to keep tab on the truck during the trip.

PEDESTRIANS MUST WATCH.

Newerf Advises Care When Walking in Front of Motor Cars on Slippery Streets.

"Pedestrians should be careful about walking in front of moving motor cars when the street has just been sprinkled," said W. D. Newerf, the Miller tire agent. "At this season of the year cars never have chains on the rear and only a small percentage of machines have non-skid tires. This means that it is impossible to stop motor cars as quickly as on a dry pavement. It is not only the danger of the cars going straight ahead but if the driver should suddenly put on the brakes the car will swerve to the side and unless the pedestrian is a fast stepper injury will result.

"Drivers of wagons should also realize the danger of driving suddenly in front of moving machines. I also think the drivers of water wagons should be a little more careful in the way they twist and turn about the streets at night."

Newerf closed a deal last week for the purchase of the Prudential Tire Company of San Diego, and in the future that concern will be known as the Miller Tire Company. Ed Gill who was the head of the Prudential will continue as manager of the new concern.

The Miller tire with which Teddy Tetzlaff won so many races, will be featured by the new concern, but the company will also continue to handle the Gibraltar line. Newerf has already been approached by half a dozen Phoenix race entrants who want to equip their cars with Miller tires for the hard desert grind.

As the Miller Company never goes after the racing business Newerf feels highly complimented that so many drivers would declare themselves for the tire which has given Tetzlaff such service.

Several firms that are going after Latin-American trade have issued catalogues printed in Spanish.

Watt Moreland of the Moreland Factory.
Who has just completed plans to double the capacity of his already large concern.

Here and There.

AUTO GOSSIP FROM ONE WHO ENJOYS MOTOR TOURS

BY ALMA WHITAKER.

POSITIVELY the only really comme il faut manner in which to take one's vacation nowadays is the private automobile tour, than which nothing could be more delightful. Everyone seems to be just starting or just returning from such an one and Northern California would appear to have irresistible charms in this connection.

Mr. and Mrs. Arthur Braly, Mr. and Mrs. H. Jevne and Mrs. Jack Jevne have all recently returned from a perfectly fascinating northern tour, in their Packards, which included a stay at Hotel Del Monte both going and returning, and they will be motoring up again at the end of the month for the September golf tournament. In which connection by the way, Prince Arthur indignantly denies that he ever had an automobile accident. Just as though one of his luxurious cars, the quintessential essence of all that a motor car should and could be—could ever fail its lord and master. 'Tis true there was a period when the prince was seized with a certain fickleness in regard to cars, when in fact, he did buy three in one week or thereabouts, but that is but a memory now—and it was not because any of them broke down, certainly not.

Mr. and Mrs. E. T. Stimson and Mrs. George Goodfellow are also among the northern tourists. They went in their fine Packard car to Seattle, where Mr. Stimson is as important a business man as he is here, and from there visited many surrounding beauty spots. On their way back they broke the journey for a few days at the Hotel Del Monte, then at Santa Barbara, and are now home again. They, too, however, are returning to Del Monte for the golf tournament, September 7.

A. S. Gaylord, with his wife and son, made another auto party—I rather think their car is a Franklin. They, too, visited many northern points, including Del Monte.

A Cadillac car carried a large Pasadena party of auto tourists which included Mr. and Mrs. W. E. Hindy and their daughter and Mr. and Mrs. Frank A. Cattern. They passed Del Monte somewhere about the 14th.

Miss K. M. Cocke and Miss Hilda Clough had a very good time up north. Miss Clough is one of those wise bachelor girls who has a weakness for her own machine. Miss Cocke was initiated into the mysteries of driving while at Del Monte with Miss Clough last year and both are adepts at the wheel these days.

Mr. and Mrs. Edwin H. Flagg have pinned their faith to a Winton car in which they have been making a most delightful tour, and Mr. and Mrs. Edward M. Cope of Redlands in their Packard have just returned after a most successful motoring vacation, when Mr. and Mrs. H. R. Scott were the guests.

Dr. and Mrs. H. G. Requa have also recently returned from a northern tour clear up to British Columbia.

Mr. and Mrs. C. B. Guthrie and their family made quite a wonderful journey in their Maxwell car.

Mrs. Hugh Livingstone McNeil and Dr. and Mrs. Bertnard Smith enjoyed a jolly automobile party up to Hotel Del Monte last week and are contemplating another later on. Mrs. McNiel, one of our foremost hostesses, finds the automobile party one of the most satisfactory ways of entertaining and her Locomobile plays an important part in her charming entertainments.

One of the most recent affairs was a run out to the Annandale Country Club, dinner served on the terrace by soft candle light alone, a moonlight spin afterwards and "so to bed" as dear old Pepys would have said.

Mr. and Mrs. J. V. Eliot of Oak Knoll, the well-known golfers, went up to Carmel by the Sea last week, taking their child and nurse on their car with them. They will stay there over the tournament, which ends September 21.

Mr. and Mrs. Erving Armstrong of Salt Lake also autoed to Hotel Del Monte from Denver by easy stages, and they, too, will remain for the tournament.

L. T. Bradford, whose former car—a jolly little Maxwell—became so famous as a human carrier of unlimited capacity, has just acquired a new one. The old one, it will be remembered, was built to carry three and had an extra seat added, by which it was enabled to carry nine! News of the new one was heralded with much eclat in country club circles and every one was agog to see "Brad's" new machine—this one, would, of course, be a giant touring car, knowing "Brad's" penchant for carrying regiments.

Well, it isn't. It is built to carry just one—and we know for certain it is already under contract to carry about thirteen to Del Monte for the golf tournament! What's more, it will probably succeed under Mr. Bradford's careful tutelage.

E. Conde Jones of the San Gabriel Country Club is taking a number of golfers up in his machine for the tournament, and Dr. and Mrs. Guy Cochrane and Mr. and Mrs. William May Garland are all considering doing the journey by automobile. If one is going to make a lengthy stay it is most irksome to be without one's car.

MARMON WINS LONG TOUR.

Reliability Contest Ends with the Handsome Car Finishing With Perfect Score.

The fourth annual reliability tour of the Minnesota State Automobile Association, from Minneapolis to Winnipeg and return, was won by a Marmon touring car. This news was received recently at the Marmon factory. The communication stated that the Marmon was the only car in the entire tour to finish with a perfect score. The car was driven by John Fawkes of Minneapolis, and was the recipient of the general trophy for the tour, as well as the Minneapolis Journal trophy for the touring-car class.

The reliability tour of Minnesota is considered one of the most important contests of the Northwest, and this is the second year in succession that the Marmon has carried off the honors in winning the trophies. Last year's run was from Minneapolis to Helena, Mont., and return, a distance of 1461 miles. The car was then piloted by the man who drove it to victory this year. The distance this year was 1095 miles. During both events the Marmon went through with a perfect score, and this year covered the tour without a puncture or blowout, duplicating the record of 1911.

ABOUT GOOD ROADS.

If interest in seeing President Taft and Gov. Wilson speak from the same platform is going to help the attendance at the American Road Congress, at Atlantic City, N. J., the officials of the affair propose to try and get the benefit of it. The rival candidates for the Presidency of the United States, however they may differ on other questions, are both favorable to good roads, and they have been invited to address the congress some time between September 30 and October 5, the period when the good-roads enthusiasts will hold their convention on the million-dollar pier.

BIG SIGHT-SEEING JOB.

One of the biggest jobs ever turned out in the West is the monster sight-seeing body being built in the Coleman and Bentel plant for the Wilcox Trux Company. This body will be used on a chassis, which will be run as a tourist wagon between Los Angeles and Pasadena. One of the peculiar features of this sight-seeing wagon will be the doors inclosing all passengers.

Next Sunday

We will announce in this space the arrival in Los Angeles of an Automobile which embodies such excellent coach-work, mechanical construction and specifications that it will immediately assume its proper place far in advance of any car now sold on the American market

TRADE MARK COPYRIGHTED

SMITH BROTHERS
Stearns 742-44-46-48 SOUTH OLIVE STREET Ohio Electric
LOS ANGELES, CAL.

FLYING SPARKS OF MOTORDOM.

There are 32,000 electric pleasure vehicles in the country. New York is still the leading State, having approximately 6000 of them in use.

It is now regarded as probable that the next annual Grand Prix, in France, will be run under rules by which the cost of the speed, as expressed in the fuel consumption, shall determine the winner.

More cars are imported to the United States from France than from any other country, it being the only country besides Italy whose imports have increased proportionately in the first half of 1912.

The Minneapolis Fire Department Committee has recommended the purchase of a motor pumping engine.

The bursting of water pipes recently resulted in the entire water supply of the village of New Hartford, N. Y., being cut off. The Utica Water Company thereupon secured a number of automobile trucks, loaded them with milk cans of water and rushed to the relief of the villagers.

At Doncaster, Eng., a motor truck of thirty horse power has been fitted up with a body for carrying horses to shows, hunt meets, polo matches and similar affairs. The body is divided into three compartments and arranged so that the animals will stand lengthwise in their stalls, facing the way that the car is traveling.

Gaudily bedecked automobiles are being used in Eastern Connecticut by members of the Connecticut Woman Suffrage Association, who are finding that they can thoroughly cover more ground in less time in this manner than by any other means.

The Maine Automobile Association has notified Scarboro and South Portland that certain stretches of road within their jurisdiction are not safe for travel, and that if damage results to motorists or their machines suits for damages will be instituted.

Parts that require only infrequent lubrication are the ones that are most apt to be overlooked altogether. The top of the steering column, the magneto, the lever rocker shafts for the change gear, and brake connections and sundry other minor articulations about the chassis should be watched.

MANY MOTOR TRUCKS.

Commercial vehicles have increased considerably in number, as was widely predicted last winter, the country's total jumping from 25,461 in December, 1911, to 31,574 by July 1, 1912. New York leads, with a total registration of 7877. California keeps up her reputation by falling into second place, with 3180, while Massachusetts is a close third, with 3170. Then there is a drop to Pennsylvania's 2215 and the 2100 trucks used in Illinois. Indiana and Michigan come next in line, with 1492 and 1300 trucks, respectively. Then follow Ohio, with 1250; Iowa, with 1195, and Minnesota, with 1015.

Manufacturers who fail to clean up the running boards of their new models are likely to find themselves well out of the running by snowfall.

The Country Club of Brookline, Mass., has disposed of the greater part of its horse-drawn equipment, used to carry members, and has substituted three motor cars.

STUTZ

Announcement
MODEL B

6-Cylinder Cars

2-Passenger Roadster, Fully Equipped....................$2625 at Los Angeles
6-Passenger Touring Car, Fully Equipped................$2700 at Los Angeles

60-horsepower, 124 and 130-inch wheel base.

Electric Lighted Throughout

4-Cylinder Cars

2-Passenger Roadster, Fully Equipped....................$2350 at Los Angeles
4-Passenger Touring Car, Fully Equipped................$2350 at Los Angeles
6-Passenger Touring Car, Fully Equipped................$2400 at Los Angeles

50-horsepower, 120 and 124-inch wheel base.

Electric Lighted Throughout

3/4 floating rear axles, 1 7/8-inch diameter, extra heavy Krupp steel gears in transmission, large bearings, increased water system with extra large radiating surface, centrifugal pumps and special design fans, 2 7/8-inch engine valves, lower and longer body lines, nickel trimmings, velvet auxiliary springs.

In announcing the above we are placing before the public a New Model of the STURDY STUTZ built along even STURDIER lines and a car which we honestly believe has no equal at its selling price in the automobile world of today.

6-Cylinder Demonstrator Now at Our Show Rooms.

We Move Into Our New Building on Pico Street October 15th.

Brown-Symonds Company
1142-44 South Olive Street
A2291 Bdwy. 1146

Flanders Colonial Electric

...to New Orleans, choosing Glidden route. The car is near Brownstown, Ind., laying out a route for high and low-powered gasoline cars in the coming A.A.A. tour.

In Divorce Circles.

BURT THE AUBURN MAN CREATES A STIR IN RENO.

W. J. BURT, the Auburn motor car agent, not only has the same initials as W. J. Burns, the famous detective, but resembles him to no small degree.

And thereby hangs a tale.

Burt is a great fellow to take week-end motor trips, and even longer ones. A few weeks ago, with a party of friends, he toured as far as Reno, Nev., the place where the divorces come from.

It was in the evening. Burt had finished dinner, and had retired to the lobby to enjoy a post-prandial cigar, and to ponder on inevitable fate and other matters.

It was while he was in this Sherlockian attitude that one of the natives spied him—a man who read the papers—"by heck," and had a nose for what was going on, "by hen."

"There," murmured the native to himself. "If that isn't Bill Burns, the great detective, I'm a Mutt. I'll find out."

Stealthily walking up to another man of Mr. Burt's party, seated some distance away, he whispered: "Sh, I'm on, but I won't give it away. That's W. J. B., all right, all right, isn't it?"

"Certainly," said the man accosted, "that's Mr. Burt."

But the native understood it "Burns," and was hooked. "Gee, I thought so. Wonder what he's doing here?"

"Why, he's just here for a little trip."

The native looked wise, "Yes, I know," he said, detectingly. "That's what they all say," and he gum-shoed away.

The news spread rapidly that W. J. Burns, the detective, was in town, incognito, so to speak, but still on the job. It even reached the divorce colony, and created a fluttering in that dove-cote that closely resembled a panic. Several of the perturbed went detecting on their own account, but the hotel register was as far as they ever got.

Meanwhile Burt continued to enjoy his cigar and to ponder on the immutability of fate. Then he went to bed.

Next morning he was away bright and early, and this is the first intimation the Renoites have had that it wasn't the really and truly Bill Burns that paid them a visit.

Still On Top.

YOUNG TAKES THE LEAD IN NEW MOTOR CONCERN.

WITH the Paige-Detroit and the Dorris lines as the offering for the coming season the Carpenter Motor Sales Company has been organized with A. M. Young as president and L. R. Carpenter, vice-president. These two men have a firm grasp on the pulse of the local motor industry and the new concern has plans for big business this year.

The Carpenter Motor Sales Company is incorporated. E. O. Hanson is secretary and C. F. Scott, treasurer with J. H. Carpenter as one of the directors. The concern has a ciptal stock of $50,000 and with the Dorris line of trucks for the commercial end there is promise of a most interesting session for the next twelve months.

This does not mean that Young will relax his efforts as chief at the Thomas Motor Car Company. He is prepared to continue his campaign there, but the increased business of the second concern will take a part of his time and as president he will direct the management of the Paige-Detroit and the Dorris company. This means a high and low on Young's schedule for the season.

Though Young is still on the outlaw list of the A.A.A., he says he is not too busy to spend at least a few hours preparing for a fight that may place him either back in the ranks of the old association with a good standing or in the van of a new concern. He has not quit by any manner of means and is only awaiting a declaration from headquarters concerning just what the Contest Board proposes to do in the cases of the three men on whom the board has frowned.

High-Powered Car.

PEERLESS TRUCK HELPS SOLVE TRAFFIC PROBLEMS.

THE Peerless truck will do much to eliminate the traffic conjestion in the wholesale districts of Los Angeles and San Francisco, according to H. O. Harrison, the Peerless agent.

"The heaviest kind of hauling is now being done with Peerless trucks," said Harrison. "These trucks are being used to haul furniture, crushed rock, steel and for possibly every other purpose, where the heavy horse-drawn wagons were formerly used.

"In making great excavations the horse-drawn wagon is being discarded! With the steam shovel to excavate and the motor truck to carry away the dirt, these heavy jobs can be done in one-quarter of the time and with one-fifth of the number of working men."

The Peerless Company is now putting out a five-ton truck which is popular where there is heavy work. The five-ton Peerless truck is also meeting with success in the oil fields.

George Uhl of San Francisco drove down in his Peerless roadster last week. He reports considerable bad road between San Francisco and Los Angeles and says each week the highway is becoming cut up.

Uhl advises motorists contemplating this trip to make the run as soon as possible as the roads will not improve until after the winter rains.

The big Peerless came through without hesitating and when water was poured in the radiator at the completion of the trip, there was room for less than a quart.

H. O. Harrison, the local Peerless agent, after a few days in San Francisco, is back in Los Angeles and will be here about a week.

LONG STODDARD TOUR.

Six-Cylinder Silent Knight Is Driven Two Hundred Miles a Day on Long Tour.

A Stoddard Dayton Knight "Six" motor car was recently purchased by William McKenzie, who is the proprietor of a moving-picture concern in Brooklyn, N. Y. After receiving the new car McKenzie, accompanied by his wife and family, drove from their home to the Missouri-Iowa State line, making the run in exactly eight days, averaging 201 miles each day.

According to McKenzie they enjoyed every minute of the trip and not one of the party was in the least fatigued with the high average. He is justly proud of the machine, as it did not need a single adjustment during the entire trip. Delays were caused by two punctures after driving all day through gumbo mud near Davenport, Iowa. They expect to visit Bethany, Mo., and after six weeks' stay will continue their journey to Colorado and probably on to the Pacific Coast.

MAXWELL CLUB GROWS.

Another applicant for membership in the 50,000-mile Maxwell Club is Herbert Howland of Hackensack, N. J. He makes affidavit of 112,000 miles of travel with his Maxwell car and has already been given a gold medal of membership. The big record places Howland among the leaders as there are only a few others can boast of greater mileages. The record for service from second-hand cars is apparently held by Dr. A. L. Leatherman of Indianapolis. A gold medal has been awarded him on a mileage of 71,000 miles in a Maxwell car since July, 1906. The little car is a marvel among the patients and friends of Dr. Leatherman's as he is still using it in his practice.

Title to the 240 acres of land adjoining the Speedway at Indianapolis, Ind., on which Carl G. Fisher and his associates intend to build the "horseless city" has passed to L. H. Trotter of Indianapolis, one of the men interested in the plan. The price recorded in the transfer of the deed was $104,882.

6th Clearance Now

—Clearance attacks prices on many short lines of auto supplies in such a way that every auto owner should be interested, Monday—

Bullock's
Broadway at Seventh

Order by Mail
—if you live out of town.
The service of Bullock's Auto Supply Section reaches wherever mail and express trains go.

Double-End Wrenches 10c

—in various sizes. The largest size 1⅜ in. and 1⅝ in. The smallest worth 50c—very special, Monday, at 10c.

Whiz Top Dressing 25c
—makes old tops look like new.

Inside Blow-Out Sleeves 25c
—3, 3½ and 4 inch sleeves made of 5-ply fabric.

A Half Price Table.
—numerous articles have been gathered on one table and have been marked just half price.

Metal Polish 75c *gal.*
Metal Polish 75c gallon—while it lasts.

Inner Tubes ¼ Off
—different sizes of First Quality Inner Tubes—warranted by Bullock's.

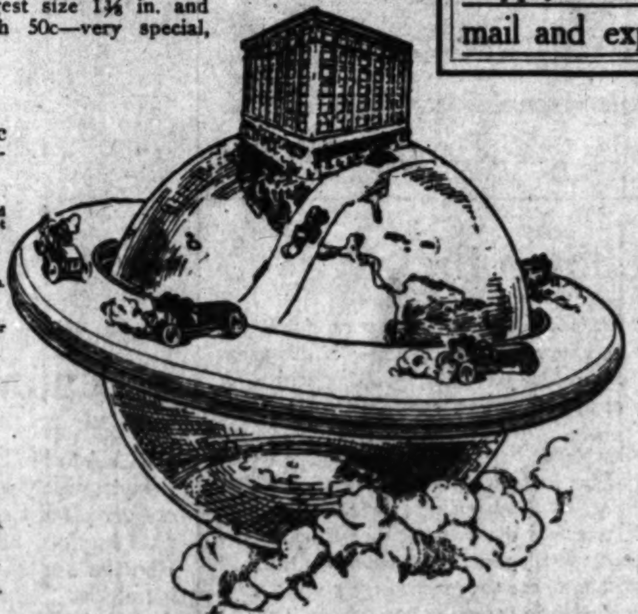
Lock Washers 25c
—44 assorted sizes to the box.

Cotter Pins 25c
—assorted sizes.

Emery Paper 5c sheet
—3 grades.

Trouble Finders $1.25
—can be attached to battery or dry cells.

Barrett Jacks, 1 Ton, $2.95
—½ ton $1.95.
10-lb. Transmission or Cup Grease $1.25.
Adjustable 6-in. Nickel Pliers 15c.



Steel Cutting Pliers 35c
—less than ½ price—combination steel cutting pliers.

50c *Oil Tanned Chamois* 25c
—14x18 inch—the right size for straining gasoline.

50c *Michelin Mastic* 25c
—75 cans for Monday selling—mends cuts and holes in casings; also punctures in the inner tube.

Flash Decarbonizer 25c
—the use of this compound may save large bills for overhauling.

M. & M. Vulcanizing Substitute 25c
—a complete tube patching outfit—cement, acid, brushes, sandpaper and instructions for using same.

Leather Cleanser 25c *qt.*
—works wonders with old faded upholstery and tops.

Tail Lamps at Clearance Prices
—in brass and black finishes—
$2.75 Lamps, $2.00.
$2.25 and $2.50 Lamps, $1.50.
$1.50 Lamps, $1.00.

Headlights—a Clearance
$7.95 Headlights, now $5.00.
$8.95 Headlights, now $6.50.
—great values out for Monday selling.

Use "Hi-Gravity" Auto Oil

Tires!

—You can save on Auto Tires just the same as hundreds of Auto Owners do save, by buying them at Bullock's. Look at these Prices on First Quality Auto Tires—every one with serial number intact—

	CASINGS.	TUBES.
3 x28	$11.95	$ 3.20
3 x30	13.10	3.40
3½x30	18.50	4.75
3½x32	19.75	4.95
3½x34	21.40	5.40
3½x36	23.00	5.70
4 x32	27.50	6.30
4 x33	28.00	6.60
4 x34	29.00	6.80
4 x35	30.00	6.95
4 x36	31.00	7.10
4 x37	32.00	7.25
4½x34	37.00	8.40
4½x35	38.00	8.60
4½x36	39.00	8.85
4½x37	40.00	9.10
5 x35	47.25	9.95
5 x36	47.50	10.00
5 x37	50.00	10.75
5½x37	58.00	12.00

—Because *Hi-Gravity Auto Oil* is notably free from Carbon—
—Because *Hi-Gravity Auto Oil* is a remarkably pure product of Pennsylvania Petroleum—
—Because *Hi-Gravity Auto Oil* costs less than the oils that nearest approach it in quality—
—Because *Hi-Gravity Oil* is a wonderful lubricant—
—Owners of Automobiles have been astonished at the greater satisfaction they obtained from *Hi-Gravity*.
—*Hi-Gravity* can be bought only from Bullock's—5-gallon cans—steel Half Barrels.

Those Ford Lighting Outfits Flying at $6.50

—ALMOST HALF PRICE—for a complete electric lighting equipment.
—Either 6, 10 or 16 candle-power Tungsten type lamps. And 8 or 9-inch reflectors—$6.50—Third Floor.
—New style switch (value $1.00) included. Attaching $1.00 extra.

25c Oil Can 10c

—Another lot of those copper plated steel Oil Cans that sold so rapidly last Monday—just a small shipment in.

150 Grass Sponges 5c

—10c and 15c Grass Sponges 5c—We cannot say how long they will last—better buy early Monday.

200 Gracks at $3.95

—Electric attachment for regular horns—simply push the button, it blows the horn.

Just 7 Coils $2 Each

—1 J. B. 4-cylinder or Unit; 1 J. B. 2-cylinder or Unit; 2 Splitdorf 2-cylinder or Unit; 3 Splitdorf Single Unit.
$7.50 to $15.00 Values—While they last, $2.00 each.

$26 Rushmore Searchlights $10

—just two.

$12 Summer Laprobes at $3.95

—formerly $5.00, $6.00 and $10.00, different colors—just 12 all told, each $3.95 while they last.

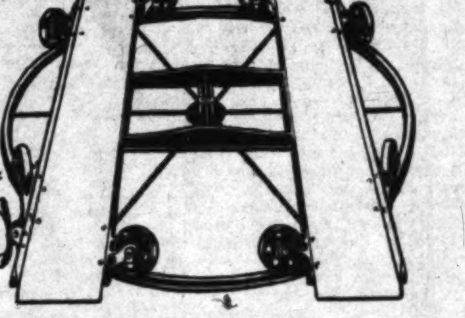
Just 29 Speedometers—A World Famous Make—Noted for Service, Accuracy and Satisfaction

—At close to half price on Monday. If we should print the name there would be a crowd of Auto Owners at the entrances sharp at 9 o'clock. Just look at these

$25.00 Speedometers $13.50
—4-inch Dial. Trip and season Odometer. Complete, ready to attach. While they last, Monday at $13.50.

$15.00 Speedometers $9.00
—3-inch Dial. Season Odometer. Complete, ready to attach. Don't miss this opportunity. Monday at $9.00.

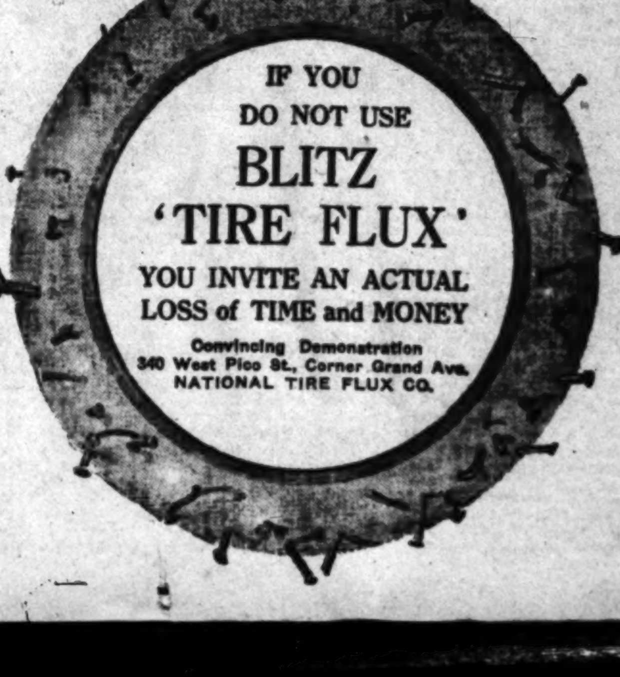
The Pitless Automobile Turntable

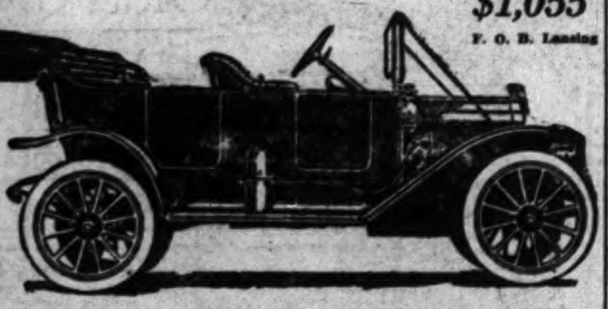


IS THE BEST—BECAUSE

The easiest to revolve;
Lowest in first cost;
Cheapest to install;
Most convenient;
Mechanically perfect;
No upkeep expense;
It is weather proof;
Installed in or out of doors;
Installed in an old or new garage;
Installed on any floor;
No fire trap pit below it;
Keeps tires out of all grease and oil;
Most efficient in every way.
We would be glad to call or send you literature.
Large stock on hand for immediate delivery.

L. W. WICKES, Southern California Distributor
HOME F1878. 614 S. GRAND AVENUE. BROADWAY 642.





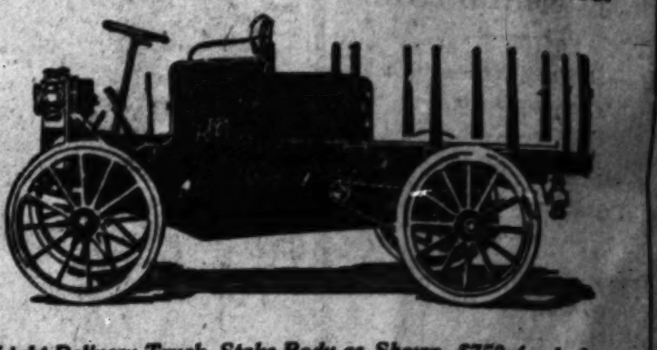
Reo the Fifth
$1,055
F. O. B. Lansing

Top and windshield not included in price. We equip this car with mohair top, side curtains and slip cover, windshield, gas tank and speedometer—all for $100 extra. Self-starter, if wanted, $20 extra.

REO

Left Side Drive
and
Center Cane Handle Control

Capacity 1,500 lbs.



Reo Light Delivery Truck, Stake Body as Shown, $750 f. o. b. Lansing

We Have Chosen the Reo

OUR CHOICE of the Reo has been made only after a most careful search and study of the offerings of the various automobile factories of this country, during which time we had the opportunity of contracting with over two-thirds of the manufacturers of medium-priced cars.

THE REASON for our choice of the Reo is that we conscientiously believe it to be the best built car of the best materials offered at a medium price. If you could go through their factory as we have done, and see Reo the 5th in the process of manufacture, see the extreme care taken in the analysis of the different metals used, see the most rigid inspection made of every finished piece and part, and then to see the finished car given a most exhaustive test, during which test the motor is required to develop its rated horsepower, not only at the flywheel, but at the rear wheels of the car, we feel certain that the Reo would be your choice as it is ours.

Examine Reo Cut-Open Chassis

REO THE 5TH cannot help but delight the experienced motorist who is familiar with the faults common to many medium priced cars. The Reo Cut-Open Chassis now on exhibition at our Los Angeles store will convince you that Reo the 5th will require mighty little from the repair shop. Just make a fair comparison is all we ask with any other medium priced chassis, and we feel certain we will not need to ask your answer. Unless you are already familiar with Reo construction, you will marvel at the way Reo the 5th is made.

A CAR to be thoroughly enjoyed by its owner must operate noiselessly, quickly and without excessive effort on the part of the operator. Insist on operating before purchasing the car you anticipate buying. And then let us put you in the driver's seat of a Reo the 5th, and find out for yourself how easily the center cane handle control shifts gears without danger of gear stripping, and with no noise at all, how quickly and easily the car is guided in and out of the traffic (steering gear operated practically without effort,) how the perfectly equalized brakes operating on large 14-inch drums can bring the car to a sudden stop without sliding the rear wheels, how there is plenty of leg room and no operating levers in the way, then you will have discovered one of the principal reasons why the demand for Reo the 5th has exceeded more than twice the possible supply.

AS A FIVE-PASSENGER TOURING CAR Reo the 5th sells for $1280, delivered in Los Angeles and fully equipped with top, glass front, speedometer, Prestolite tank, and demountable rims, trimmed in nickel and black, and with cork linoleum footboard and running-board covering.

MEN WHO MAKE DELIVERIES, large or small, are bound to do it by motor.

In business the methods which are cheapest and best are bound to win out. And the difference here is so enormous that the change from the horse to the motor truck is coming as fast as good trucks can be made. Men have only been waiting for a simple, trouble-proof truck which stands use, abuse and jar, and one that their present employes can successfully operate.

THE REO 1500-LB. TRUCK needs very little introduction in Southern California. There are, as near as we can estimate, over 300 of them running in this territory. The Reo Truck is designed and built for business purposes—to give you a rapid delivery service for the least possible operating cost. It has none of the fancy touring car features which often prove costly in a truck.

The Motor Truck is for business. What is wanted in the motor is simplicity, reliability, durability and power. Speed is an actual detriment. A motor truck on solid tires should never be driven over 15 miles per hour. It will cover three times the ground of a horse, and that is good enough.

The Price

THE REO TRUCK pays for itself in short order. Any man who can keep it busy will save its price in one year. When it isn't busy the cost is stopped. You need no new employe, any man who can drive a horse can drive a Reo Truck. We are selling this Truck, with 1500 lbs. capacity, for $875, delivered in Los Angeles, completely equipped, including stake or express type of body—a seemingly impossible price. Look over the list of light motor trucks on the market and you will find nothing at all of equal capacity at anywhere near this price. And then inquire of any Reo Truck owner, get his figures, if possible, and then we feel sure that you will be convinced that the Reo is the truck that will save you the most money.

Let us arrange with you for a demonstration.

Los Angeles
1032 S. Olive Street

Lord Motor Car Co.

Pasadena
49 South Marengo

We Are With You.

AUTOCAR IN SEVERE TEST.

Offers Machine to Man Who Makes Best Run.

Economy Test Proposed by Bulkey Looks Good.

Would Send Trucks Over Worst Roads.

To secure the Coast record for amount of sales made of Autocar commercial cars, M. S. Bulkley & Co., local distributors, are out with an announcement that to the next fifteen purchasers of Autocars will be given the opportunity to win one of these well-known motor trucks free.

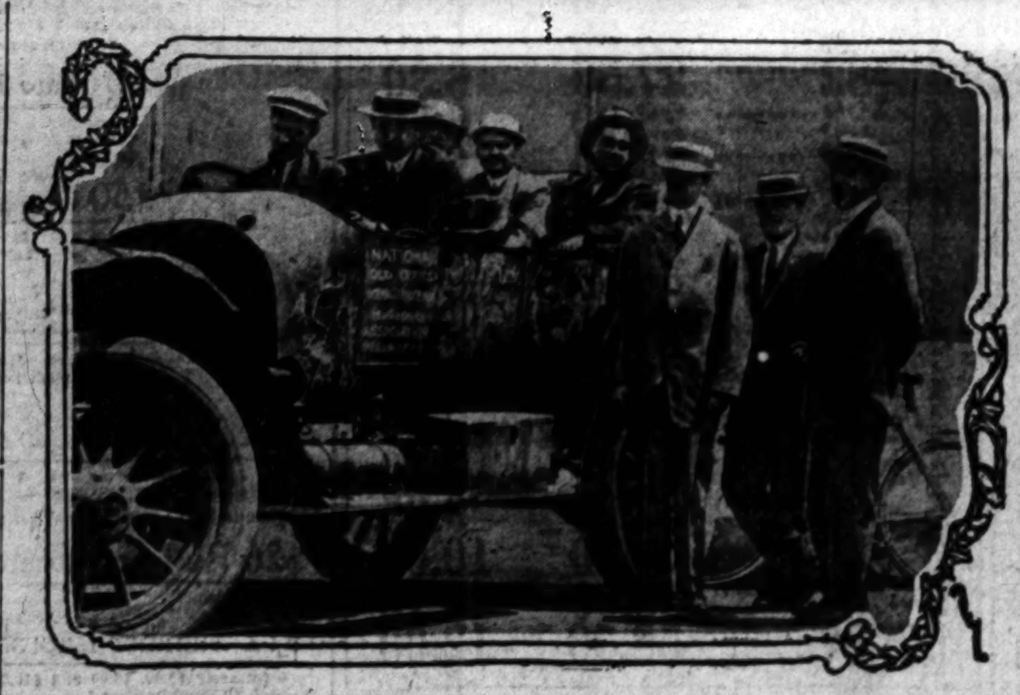
This prize, valued at nearly $2000, will not be given by lot or chance, but will be the basis of one of the most spirited actual service contests ever inaugurated since the advent of motor delivery service.

It will contain every element of a clean-cut sporting event and will be in the nature of a non-stop reliability run for a distance of approximately 300 miles. The choice of course will lie between a round trip to San Diego or Santa Barbara around the "Kite." It will be open only to the fifteen new owners of Autocars and they will decide the route by vote. No entrance fee will be charged the contestants. This non-stop run will be of public interest, for, except in a few individual cases, no loaded motor delivery car has before attempted a long run in Southern California, and never a non-stop run. Such a contest will bring out the possibilities of long-distance deliveries both as to cost of operation and the saving of time.

This contest will be run under a set of rules which will be formulated, and an optical inspector appointed by a competitor will be on each car. To eliminate the speed feature and to confine the event to a practical demonstration each car will be equipped with a governor set from thirty to thirty-five miles. All cars will carry loads, but a handicap will be on cars that travel without a top. In the event of a tie, the principals will be obliged to run it off on the same or another course. The judging of the race will be done by experts selected by the automobile editors of Los Angeles daily papers, and a well-known mechanical expert will be selected as referee.

M. S. Bulkley, the local Autocar agent, is the originator of this unique contest. Until recently he thought his agency held the honor of Autocar sales on the Coast, as they have sold seventy of these delivery cars, seventeen of them in the past two months, but he was informed by the factory that the San Francisco agency was ten sales in the lead. He immediately wired an order for sixteen Autocar commercial cars, and as eight of them are here and the balance will be on hand on September 1, he has started a great sales campaign to dispose of fifteen of these cars by October 1, and as soon after as possible will stage his novel non-stop run with the sixteenth car as the prize.

The Autocar is the only standardized two-cylinder car on the market and will do any work asked of a four-cylinder car. The same horsepower engine is used on all models and the further fact that the city of Los Angeles is the owner of ten Autocars purchased after competitive examination and demonstration proves the car's popularity for delivery work in Southern California.



Some of Dealers Who Made Return of "The Times" Car an Event on Automobile Row.
In the car are Bert Dingley, who is gingerly handling the wheel. With him Harvey Herrick, the Case Coast representative. In the tonneau Johnny Widrin, in the center Earl Y. Boothe, the National agent, and Tom Williams, the Peerless one. Standing beside the car, L. R. Arnold, the Hudson man; Willie Dull and the automobile writer who made the trip.

NEW PIERCE-ARROW HOME.

Work On Ornate Structure Progresses and Edifice Should be Completed by End of September.

Work on the new home for the Pierce-Arrow on South Grand avenue is being rushed to completion and W. E. Bush expects to get into the new place during September.

The new building is beautiful in design and will be richly finished throughout. Work on the salesroom has been started and Bush expects it to be in shape to receive the new Pierce models when they arrive.

One of the unique features of the salesroom will be a stairway going from the center, back of the room to the mezzanine floor. This will produce a striking effect.

The building will be ornate with windows on all sides and skylights in the roof. A firewall separates the garage from the salesroom.

NATIONAL HIGHWAY.

A Lincoln Memorial has been proposed in the House at Washington, by Representative Taylor of Colorado, who has introduced a bill to have the Federal government construct a national highway from Boston to San Francisco by way of New York, Washington, Springfield, Ill., and Denver. The bill would appropriate $250,000 for beginning the work, the government to pay one-third of the subsequent cost, and the counties and States traversed by the highway the remainder.

Ready for Business.

MOLINE DREADNAUGHT HOUSED IN NEW SALESROOM

GEORGE B. EASTON, president and manager of the Benrich Motor Company, has already planned a strenuous campaign for the 1912 and 1913 season. He has the agency for the Moline and a branch has been established here for the Pacific Coast with Easton in charge.

With O. J. Root, factory representative and a large stockholder in the Moline company, located here, Easton will be able to make deliveries right off the bat with a man from headquarters constantly on hand to see that Moline owners get the right kind of a deal. Root has decided to locate in Los Angeles and will build a home in this city. His headquarters will be at the Moline agency.

The mother concern, of which the Moline Automobile Company is the outgrowth, was the Root and Van Dervoort Engine Company. For many years this company has manufactured high-powered gasoline engines and is now turning out as many power plants as any other factory in the business. It is with the experience of the Root and Van Dervoort concern back of them that the Moline people have been enabled to turn out a high-grade and handsome machine that does the work.

Eight years ago the Moline people began to take an interest in the automobile industry and since that time the plant has been turning out yearly models. The latest is the Moline "Dreadnaught," one of the handsomest of the new cars. It is a stylish auto that has been tested thoroughly on some of the steepest hills in the country where the car is built and when delivered from the factory can be turned over directly to the buyer.

The local concern is making its headquarters at No. 1822 West Washington street. Salesrooms have been fitted up there and the cars will be kept ready for delivery. Special attention is to be given to the service department. There are already numbers of Moline owners in Southern California and these will be given a chance to call on the local men for any help that may be necessary.

BIG LION SHOT.

Aroused in the dead of night by a noise at his front door, Paul Wegge, who lives on the Casitas Pass in the Santa Ynez Mountains, upon investigating, discovered that his nocturnal visitor was a huge mountain lion trying to get into his house. The animal scampered a few feet away when the door was thrown open and climbed into a tree. With a shotgun, Wegge killed the brute, which measured five feet and six inches, one of the largest seen in that vicinity in years.

The Boston branch of the Massachusetts State Hospital has discarded its horse-drawn equipment for motors to carry supplies to and from the hospital.

American automobile makers built 252,569 cars of all sorts from July 1, 1911, to July 1, 1912, while registrations have jumped to the amazing total of 859,984.

In the Air.

CADILLAC IN ALAMO HILLS.

HIGH ALTITUDE REACHED BY OUR BILL BRAMLETTE.

Two Plucky Men Drive Thirty-Horse-Power Car Into the Mountains on Novel Stunt Which Requires Nerve and Skill in Handling the Machine Over Rough Roads.

To William Bramlette and Arthur Darby belong the honor of driving the first motor cars up the Alamo Mountain to Henderson's camp. They were members of a hunting party of nineteen people and six machines. The other cars remained at the foot of the mountain, but Bramlette and Darby took their two 1912 Cadillacs and after bucking the hill for two hours reached the camp in the hills.

The happy hunting ground sought by these adventurous motorists is about thirty miles south of Bakersfield. To reach it the main Bakersfield road is followed to Gorman station. Then turn off on the old Mica Mine trail. This is a burro path, but the cars went over it safely.

The Alamo is one of the steepest hills a car was ever asked to climb. So steep, in fact, that with all brakes set and the wheels locked the cars would have slid back if it had not been for the efforts of twelve men. The steepest part of the grade is only 200 yards long, but this part is almost straight up and the longest time was required putting the cars over this piece.

The hunting trip was also a success, two deer being brought down the first day. Bramlette had his deer into camp before noon.

Fish were so plentiful that more than enough for the entire party were caught.

MOTOR TRUCK CLUB.

Gratified by the results of its two annual motor truck parades, the Motor Truck Club of New York City is considering a suggestion that an effort be made next year to have similar events staged in all the larger cities on the same day. It has been urged on behalf of the plan that it would yield a far greater harvest of publicity than would result if the same events were staged at different times, and would yield direct benefit to the industry on that account. The proposal was offered at the last meeting of the club in connection with a discussion of the open-air truck show plan which the National Association of Automobile Manufacturers has under advisement, and upon the advisability of which, from the members' point of view, the club has been asked to report. While favoring some form of public demonstration, aside from possible developments in connection with the January shows, the sentiment expressed was not favorable to a national show, particularly with chances favoring its being held outside the radius of the New York market.

After a hard struggle, manufacturers of portable steel garages have won their fight against efforts made by the Milwaukee Common Council to prohibit the erection and use of such structures in Milwaukee.

License Inspector A. B. Gray has begun a test of the Minneapolis (Minn.) ordinance requiring a tax of $1 for each motor truck used for hire.

Auburn

We Can Deliver The Auburn "Thirty Seven" at Once

Consider these two things in buying a car—Quality and Price. Quality first always.

Consider the Auburn—the Auburn "Thirty-Seven," is unlike other cars in its class as to price, but like other cars for from 25 to 35 per cent. more money.

Consider the specifications: Rutenber motor (cylinders cast singly,) 4¼ bore and 5¼ stroke; cone clutch, three-speed transmission carried on ball bearings; transmission carried in center of frame, NOT on rear axle; two universal joints back of transmission; very large full floating rear axle and large brakes, both expanding and contracting; double drop frame; straight line, five-passenger body, beautifully upholstered in buffed leather; built by a company with 12 successful years of automobile manufacturing experience; sold by a company with complete facilities for taking care of its customers.

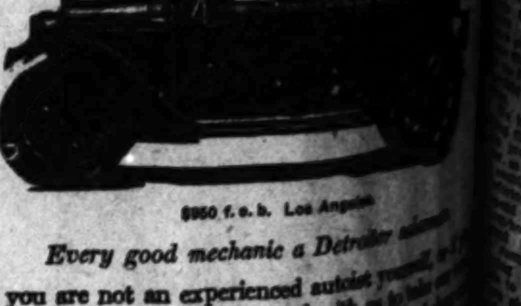
Sounds Good Doesn't It? The Actual Car Is Better Still! Investigate.

115 Inch Wheel Base, 34 Inch Tires
Price $1500.

W. J. Burt Motor Car Co.
Tenth and Main Sts.

DETROITER

The 100-Point Low-Price Car.



$950 f. o. b. Los Angeles

Every good mechanic a Detroiter admirer

If you are not an experienced autoist yourself, or if you are not well enough acquainted with us to take our word for it, bring an experienced or mechanic friend along and have him go through the Detroiter with you. Then take his advice.

Y. R. Del Valle
1810-12 South Grand.
22299.

Fine Work.

NOVEL TOUR IN SMALL CAR.

Maxwell Mascot Driven from Ocean to Ocean.

Another Smith Makes Long Transcontinental Trip.

Expense of Journey an Item of Real Interest.

Mr. and Mrs. George R. Smith,

With the dog and parrot in the Maxwell "Mascot." This is the car that was driven across the continent from Syracuse, N. Y., to Los Angeles over some of the worst roads in the United States.

Shows Real Nerve.

PLUCKY WOMAN DRIVES CAR THROUGH TOPANGA.

IT SEEMS to be the thing in Los Angeles for the ladies to operate their own cars, and since Mrs. Mozart, one of the prominent business women of this city, purchased the handsome "Pratt 40" she has followed the custom, and has become an expert in handling her big car.

"It is not so difficult to learn," she said; "it is like swimming or anything else; it seems a little complicated at first, but after you have tried for a while, it suddenly comes to you. After that, it is easy. I have run my own car now for about five months, and have never had an accident worth speaking about. To be sure, I one time carried off the step of a trolley car in the early stages of my experiments; but the damage was easily remedied with a few dollars, and no bones were broken. I have motored all around this region, into the canyons, to San Diego, Pine Crest and through Topanga Canyon. I was once caught in this canyon by a car coming in the opposite direction. The roads are so narrow that it is impossible to pass each other save in a few places.

"The man in the other car offered to back out, but I insisted that we should draw straws. I drew the short one, and did the backing. Although the road was narrow and the turns sharp, my machine took them beautifully, and I finally backed into a space where the other car could pass. The man got out and shook hands with me, declaring that I was 'dead game;' and that any woman who could back a big car safely up that road could certainly conduct a theatrical enterprise to safety and success."

Mrs. Mozart is fond of giving other people the pleasure of her car, and scarcely a day passes when she does not give at least a short ride to some sick or crippled person. Her car may often be seen standing in front of the County Home.

Says It's Wonder.

STEARNS MOTOR COMING SOON.

SIX-CYLINDER KNIGHT DUE HERE IN TWO WEEKS.

Clarence Smith Will Have Something More to Talk About When the New Model for Which So Many Claims Are Made Arrives in City—Many Anxious to See Car.

The first 1913 six-cylinder Stearns-Knight will be here within the next two weeks. The car has left the factory and Smith brothers are counting the days between now and its arrival.

The new car is said to be a wonder and great things are expected of it.

Clarence Smith was at the factory recently and has ridden in the car. He has talked about nothing else since his return and if the car slightly approaches the advance reputation he has made for it, that new six will surely be a wonder.

The new model will come with the five or seven-passenger body. It will be the heighth of elegance, having a wheelbase of 142 inches.

All the features of the present four-cylinder Stearns-Knight will be retained and in addition the motor will be slightly increased and two additional cylinders added. The motor will measure 4 1-4x5 3-4, which means that it is certain to be a "bear" for power.

Despite the increased number of cylinders, the new car still covers the road with no noise but the wind and is the acme of modern automobile engineering.

The wheels will be 37x5 and the transmission, four speeds forward and one reverse. The side lights will be in the dash and as last year, there will be a complete electric lighting system. All models will be equipped with a self-starter of a perfected style.

The cars will have deep, soft upholstery of the most luxurious kind and three-quarter elliptic springs, making the car easy riding.

All models will be equipped with top, glass front, Klaxon horn and Warner speedometers.

THOSE NEW BAKER MODELS.

No Change This Year in the Electrics as Makers Are Against Yearly Announcements.

The Baker Motor Vehicle Company has abandoned the idea of the yearly announcement of new models. That they have found it a better policy to give continously to the purchaser the benefit of the best and latest improvements, say the officials of the company, is the idea back of the change.

"Continuity of developement is our watchword," says O. B. Henderson, Sales Manager of the Baker Company. Instead of once a year giving the purchaser the benefit of added refinements we have found it more satisfactory to all concerned to continously incorporate in the manufacture of the Baker Electric all the improvements created up to date, so that each car we produce is the best possible car we can make embodying everything of merit which we can put into it.

"It has been my observation that the frequent announcements of new models for this or that year are often grossly exaggerated reports of very immaterial improvements which the manufacturer hopes will win new sales by virtue of the extensive publicity. In other words the manufacturer is helping to lead people to the belief that there is no stability in the automobile business and that the mere announcement of something new should at once throw the car of last year, still perfectly good, into the discard as something worthless."

FEDERAL TRUCK MAKES HIT.

In Far-away Japan the American-made Commercial Truck Attracts Considerable Attention.

The Federal Motor Truck Company is elated over the bright prospects for their product in foreign countries, as well as at home. M. L. Pulcher, general manager of the concern, believes they have set a standard in the trade, as they have for the past two weeks had a Federal in Japan and in the very near future a demonstrator will be sent to Australia.

The American Motor Truck and Auto Company of Melbourne sent three of their representatives to this country to look over the one-ton truck line, with a view of establishing an agency in Australia. After a thorough investigation they came back to the Federal and signed the contract which means that their company will be represented in Australia.

On the Way.

HIGH-POWERED CARS COMING.

PIERCE-ARROWS SOON TO BE HERE FROM FACTORY.

Six-Cylinders With Latest Equipment to Be Shipped to Agent Bush Who Is Anxious to Show the Latest Product to His Customers Who Are Ready to Take Cars.

Three of the first six 1913 Pierce Arrow cars delivered to Los Angeles buyers will be used for eastern touring this summer.

The first carload of three six-cylinder, sixty-six-horse-power Pierces will leave the factory for Los Angeles not later than Tuesday. One of these will be used for exhibiting purposes by W. E. Bush and the other two will be delivered to Mrs. May Rindge and Frederick Rindge.

William Aldridge will take delivery of his "6-66" in New York and will immediately start on a tour of New York, Pennsylvania and the States immediately south. He expects to spend a month traveling over the perfect roads of that section, and in the fall will ship his big Pierce to the Coast.

E. A. Meserve and Judge Sager will take delivery of their "6-38" models in Buffalo. They will also start immediately on long tours. Their trips will be from Buffalo into the White Mountains, and then through the historic towns of the New England States.

Their tour will be an extensive one and calls for many miles. It means that for over a month they will be on the go, traveling through the eastern mountains.

Many Californians have been doing this during the past couple of years. A majority of these have toured extensively on the Coast, and having no new fields in this section have taken to the East. They lose nothing in freight, as the freight charge has to be paid whether shipped by the owner or the factory.

BEARS BECOMING BOLD.

That the mountains surrounding Santa Barbara are infested with bears is common knowledge, but that they are leaving the high ranges for the foothills and valleys was not known until Forest Ranger Muzzal got to Santa Barbara Thursday from Los Prietos. He declared that "bruin" has left his favorite haunts and now is roaming territory frequented by people. Muzzal believes food has become scarce on the moutain tops and the bears are going to the lowlands to get something to eat. None have been killed yet, but hunters see them every day.

Canada maintains the lead of foreign countries using American cars. The value of our exports to that country for the first five months of this year falls short of the figures for the entire year of 1911 by only $1,783,-825.

Back Again.

GRAND PRIZE GREAT RACE.

Hudson Man Sees Classic Across the Water.

Racing Means Much to Men of Old Countries.

Compares Our Light Cars With Foreign Makes.

"The automobile industry in Europe is just a plain, every-day staple business," said R. D. Chapin, president of the Hudson Motor Car Company, who has just returned from a trip abroad, where he made a careful study of conditions on the other side. "Over there the manufacturers are not subject to the sensational rumors about the trade that one frequently hears in America. The imaginative element is not so rampant, or else has given way to a plain out and out settled condition of affairs, with a constant and sound yearly increase in production.

"As the European makers really got five years' start of us in the inception of their business, it has taken some time for us to catch up with them in many respects. However, we have over here a market which absorbs every year, and will continue to absorb, many times the number of cars that they can produce, and America is now a world factor in the export market for motor cars.

"However, Europe still sets some styles in design that have a bearing upon the trend of American production. They appreciated sooner than we that there need be no resemblance between the horse-drawn carriage and the motor car and have designed their product to correspond; hence their development of the so-called "torpedo" type of body, with very deep luxurious cushions, low seats and a long, low hung chassis. This year will see many of the better makes here adopting every one of these ideas, with the resultant production of a type of car more suited to our rougher roads than ever before. Practically every car in Europe has a long stroke motor, which results have proven gives unusual efficiency.

GRAND PRIX.

"A radical difference in development of models between the European and American makes is their utilization of races. I saw the Grand Prix automobile race over the Dieppe circuit, and was particularly impressed by the showing make by cars of moderate horse power. Perhaps there was no race ever held where there was such a variation in size of the motors, ranging from a car with a four-cylinder, twelve horse power motor, up to cars of 150 horse power. Of course the big cars had enormous speeds upon the straightaway, one of them being timed during the race as running for two miles at the rate of 111 miles an hour. However the stops made by the big cars were so frequent to fill up with gasoline, oil and to change tires, that a number of the lighter cars actually averaged almost as high a rate of speed.

"When the race was finished two big cars got first and second because of their tremendous speed, and third, fourth and fifth positions went to light cars of only moderate horse power.

SMALL CARS.

"The effect of this race has been to give a tremendous impetus in Europe to the sale of the moderate powered, more economical cars.

"Racing means more to the European manufacturer than with us in America. The roads are so much better over there that many buyers select their car partly on account of the speed that it develops. Further than this, there are practically no laws limiting the speed on country roads in either France, Germany, or England, so that the average rate of travel is much higher and cross-country touring in France, for instance, is usually accomplished at the average rate of thirty to forty miles an hour.

"European manufacturers are later than us with their new models, as they bring out most of their new cars at show time in November and December. Here the American buyer has the greater advantage, as he gets the full winter's use of his new car and it will still be a 1913 car next spring.

"The European automobile trade has finally commenced to believe that we are manufacturing the enormous quantities of motor cars in America of which they have reports from time to time. On a previous visit it was very difficult to make any of them place credence in my statements as to the volume of business in our industry. However, during the past year many of the more prominent makers have visited us here in Detroit and have gone back and told their colleagues of the actual progress that is being made in America. In numerous instances these foreign manufacturers I know have ordered large quantities of American machinery after their inspection of the equipment of some of our bigger motor car manufacturers. All through Europe the motor car factories are today being operated very largely with machinery from the United States. The head of one company told me proudly that he had bought a quarter of a million dollars worth of machinery over here this spring, and another that he had just placed an order a month ago for two hundred thousand dollars' worth."

Is This Your Case?

Diagnosis—*Tire Trouble caused from buying deteriorated rubber.*
Prescription—*When you buy tires, buy at Hamburger's—Theirs are fresh.*
Fee—*Surprising low prices.*

—The sooner you take into consideration the fact that there are few tire dealers today selling fresh stocks—And that there are fewer selling at fair prices—the sooner you can cut down your tire expense.

—There have been times when we, like the rest, wanted to buy tires in large quantities in order to get the extra discount. But we felt it wouldn't be fair to you, to sell old stock. So we buy direct from the factories every few days.

Oil Gun 35c
Extra Large Size

$1.50 Flash Light 90c
Don't use matches around a car. It is dangerous business. You'll save money by buying now.

Nugloss Body Polish 75c
You can apply it yourself and increase the attractiveness of your car one hundred per cent.

Messenger Springs $2.75 to $8.75
Eliminate ruts and bumps with these rebound springs.

$1.50 Chamois 80c
29x35—Monday only.

Towing Ropes with patent fasteners....$1.00
Rajah Spark Plugs. Any size............85c
Sootless Spark Plugs..................$1.15
Bosch Spark Plugs. Latest style........$1.00
Desert Water Bags............$1.00 to $2.75
Tire Irons, Black.......................$1.60

Auto Robes at $5.00
Light weight wool Indian blanket Robes that make an excellent robe for auto use.

Auto Gauntlets $1.50
A glove we feature at this price. It is worth 50c more.

Electric Adapters 25c
Will transform your oil lamps to electric. You can still use oil if you wish.

O-Tak-A Tire Removers $3.50
Takes all the work out of removing tires. Makes it so easy that a child can remove it.

25c to 50c Sponges 25c
Monday only.

Lamp or Cigar Lighters..................50c
Automatic Grease Gun with ratchet.....$4.75
Gas Lamp Tips..........................15c
Nickel Pliers, well made................25c
Fabric Blow-out Patches.................25c
Spark Plug Socket Wrench...............25c
10 lb. Bale of Waste...................$1.45
Arrow Spark Plugs......................60c

Arrow Tubes
Arrow Tubes are made only for Hamburger's under their rigid specifications and are guaranteed more liberally than any tube on the market.

Fringed Robes at $5.00
A large assortment of colors. Some in plaids. Also a stock of better robes up to $15.00.

Auto Hats and Caps $1.00
Crushers and soft caps that are best for motoring.

Broadway, Eighth and Hill — Hamburger's — Broadway 1168, 10063

1913 Winton Six

Has Arrived

Economy Luxury Comfort Durability

Cars For Immediate Delivery—Demonstration by Appointment

W. D. Howard Motor Car Co.

1238-40 So. Flower St.

F5609 Bdwy. 4180

CARS IN YUCATAN.

According to a United States Consul in Mexico, when conditions improve there will be a good market for cars in Yucatan, particularly in Merida, the capital, which has asphalted streets. Formerly some 200 cars were owned there, but with the falling of the price of sisal, the principal product of the district, the number of automobiles dropped, until at the end of 1908 only forty were owned. At present there are 103 machines in Merida, of which six are electrics. Commercial vehicles have not as yet been introduced, and it is not likely that they will find a market, transportation by ox cart being cheaper and speed no consideration. The most popular types of car are the five-passenger touring car and the runabout of from 20 to 30 horse-power, four cylinders and a gear ratio of 3.5 to 4.2 to 1. Strange to say the finish stems to be not considered. The prices run from $1500 to $2000, there being no market for the higher-priced machines.

Physiology of the Pipe.

The New York Times publishes the following masterpiece from its Paris correspondent: "M. Wattville, the well-known scientist and amateur collector, who possesses the finest existing collection of pipes of all nations, has written the following curious set of reflections, which he calls 'The Physiology of the Pipe.' First—While the cigar and cigarette are cosmopolitan, the pipe is characteristic of the race. Second—The activity of a race is in inverse proportion to the length of the stem of the pipe. Third—The shorter the pipe the more laborious the nation. Fourth—Inversely, the longer the pipe the lazier the race. Fifth—The more frugal the nation the smaller the pipe it affects. Sixth—On the other hand, a large pipebowl is a sign of a wasteful and sensual nation. Seventh—The mind of the race may be deduced exactly from its way of smoking.'" The Japanese pipe is a little longer than the English pipe, but is about one-fifth the length of the Chinese and Korean pipes, and its bowl is one-twentieth the size of the English pipe. But Japanese women of a crtain class use a pipe whose stem is about a foot long. This would seem to confirm M. Wattville's philosophy.

Following the example of the Society of Automobile Engineers in this country, a movement for the standardization of cars, components and materials made within the British Isles is now well under way in England.

A movement is on foot in Montana to build a highway bridge across the Powder River and construct a highway through the Yellowstone Valley.

Helpful Hints.

HOW TO CARE FOR THE REGAL.

Factory Man Gives Helpful Ideas About Car.

Goes Over Entire Machine and Explains Matters.

How to Make Automobile Live Many Years.

"The best advice I can give the recent purchaser of an automobile," says Fred W. Haines, vice-president and general manager of the Regal Motor Car Company, "is, learn your car.

"To one not familiar with its construction, the automobile may seem a complicated mechanism—a confusion of mechanical contrivances; but it is surprising how quickly both the complications and confusion will clear themselves if the car owner will make a study of his car.

"The automobile, like every other piece of mechanism that gives consistent service, needs a certain amount of attention, and the car owner will find it to his advantage to watch certain adjustments and perform various minor duties. Herewith I offer eight suggestions which, if every owner will observe with regularity, he will have an automobile that is always ready to respond to his call for service. The suggestions follow:

"First—See that the gasoline tank contains a sufficient quantity of gasoline; that there is plenty of oil in the crank case; that the radiator is filled with water and that the tires are properly inflated.

"Second—Lift hood and screw down grease cups; inspect the cooler connections and the wiring to the magneto, coil and spark plugs; oil the valve stems and push rods; inspect oil pump and fittings.

"Third—Screw down grease cups on front springs and front axle; see that the nuts on the spring bolts are tight; give grease cup on steering gear housing a turn.

"Fourth—Remove floor boards and oil the gear shifting mechanism; also the clutch and brake mechanism.

"Fifth—Screw down grease cups on the rear springs and see that the spring bolt nuts are tight. Inspect the differential housing for loose nuts or bolts; examine the brakes and screw down grease cups over brake shaft.

BE CAREFUL.

"Sixth—Fill lamps if necessary; inspect body bolts and fender bolts; fill all grease cups with good grade of medium weight grease; keep the wheel rims free from mud and sharp edges; clean the body and fenders.

"Seventh—Occasionally jack up car under frame; pry the spring leaves apart with a heavy screwdriver and lubricate between leaves with graphite mixed in oil; keep transmission case and differential case two-thirds filled with a good grade, medium gravity grease.

"Eighth—Occasionally drain oil from crank case and then flush out crank case by pouring gasoline or kerosene through breather tube. Every ten days or so put two or three tablespoonfuls of kerosene in each cylinder to cut carbon, and let stand over night. If ever a foreign or unfamiliar noise develops, satisfy yourself as to what it is; negligence of this may result disastrously."

Reasons Why.

MOTORISTS ARE TIRE HUNGRY.

NON-SKID VARIETY MAKES HIT WITH AUTO TOURERS.

Western District Manager of United States Tire Company Notes Many Advantages Gained by Men Who Use This Special Brand of Goods on Slippery Roads.

The demand among motorists for pneumatic tires with non-skid treads is greater at the present time than ever before in the history of the tire-making industry. Perhaps one reason for this is that manufacturers, during the past two years, have developed the non-skid style of tread with marked success. There is, however, a broader explanation for the present popularity of this type of tire. It pertains to other advantages besides protection against skidding, which motorists have discovered tires with raised treads possess.

Outlining these advantages, and commenting on the popularity of non-skid tires, C. A. Gilbert, western district manager of the United States Tire Company, says:

"The best evidence we have of the wide demand for non-skid tires is the fact that both our nobby tread and chain tread types are now sold up in advance of our production.

"There are several reasons why motorists prefer the non-skid style of tire. In the first place there is the ever-present protection against skidding. Furthermore, where the tread is raised, the user gets a much thicker and heavier wearing surface. This has the effect of increasing the mileage rendered by the tire. The manufacturer is enabled to place much more rubber between the tire carcass and the exposed surface of the tread than can be successfully utilized in the ordinary smooth type of casing.

"With ordinary usage a motorist should get hundreds of miles of service out of a non-skid tread before the tire wears down to the regular tread surface.

"Another advantage which motorists claim for heavy non-skid treads is that they reduce the number of punctures, throwing off sharp objects entirely or picking them up in such a way that they do not penetrate the casing or puncture the tube."

HOW ABOUT ACCIDENTS?

There were 1272 automobile accidents in St. Louis during 1911, bringing the total to seventy-two more than double the number of accidents for 1910. Yet only twenty-two persons were killed. The police ascribe the increase in the number of accidents to the way the number of cars has grown and to laxity of laws regulating the operation of machines.

Mrs. Mozart at the Wheel of Her Pratt "Forty" Ready for a Spin.

This is the car which the plucky woman drove through Topanga Canyon on an exciting near-city run.

GOSSIP ALONG GASOLINE ROW
BY BERT SMITH

James J. Canavan is working overtime while his partner, Warren Vance is away. He has so much to do that it keeps him working nights to complete the job. He is one of the popular dealers on automobile row.

Lewis Schwaebe has jumped into the ocean to ocean highway work in real earnest. He is a director in the new association and has a big contract on his hands. He must prepare a plan for a good highway from here to Yuma.

Wild Bill Ruess shot a buck. Well, it might have been a doe, but he says he has the antlers to show for his prowess. Bill is careful ever since that episode of two years ago and calves and does are safe when the Pope-Hartford man is out gunning.

Earle Y. Boothe has promised to represent The Times at the Elgin road race. His article on the race should be of special interest to the men who know him here, as his reputation is for fairness and squareness. He is the right kind of a Times representative.

Bills are coming in thick and fast. Send them all to me, but of course The Times will pay them. One of the best features of that tour was the fact that the car belonged to The Times and we could send it any where that the wheels and the motor would carry us.

We were arrested in two cities during the tour. At Baltimore the charge was not having a number. Well, it was more than interesting, as the Judge became so enthused with the narative of the ocean-to-ocean journey that he only fined us the good will of the court of Baltimore.

At Pomona we were arrested for fast driving in the heart of the city. Notice was received yesterday from the court and it will be necessary to appear for sentence. May the good fortune of the long tour remain with us and may nothing occur to mar the success of the great journey, which was epoch-making. Whatever the fine is, of course we are ready to pay the piper.

Frank Balfour of Pomona proved to be a prince and a gentleman. When the Marshall stopped the old gray battleship, Frank agreed to appear for the automobile editor of The Times. He did so and the charge was continued. It was continued until the return from the ocean-to-ocean journey and will be settled this week.

There is a chance for ocean-to-ocean highwaymen to help a poor culprit. Not knowing just what the fine is for fast driving it is hard to say how much help I'll need. The Times is opposed to speeding of all kinds and would favor harsh measures when it comes to a flagrant offense.

There is no speed law in New York. The police of that city were more than kind to us and gave us a free pass through the great metropolis. We were even allowed to carry flags through the parks. It was the finish of a great tour made doubly successful by the gallantry of the crossing patrolmen.

Earle Y. Boothe, head of the local National agency, will leave today for the East. He will go to the National factory and may wait over to see the Elgin and Vanderbilt cup road races. Boothe will go direct from here to the factory and will spend at least a week at the plant discussing sales policies and learning all he can of the construction of the National cars. The local man will also endeavor to secure one of the specials which have been built for track work. These cars are equipped with low racing bodies and would be ideal for fast work on the one-mile track at Phoenix. If Boothe is successful Bert Dingley, now manager for the local National agency, will be seen at the wheel. Dingley is one of the best track drivers in the country and will put up some fast time if given a chance with a National at Phoenix.

George Uhl of San Francisco drove to Los Angeles in his Peerless roadster last week. He reports considerable bad roads, and says each week the highway is becoming more cut up.

Uhl advises motorists contemplating this trip to make the run as soon as possible, as the roads will not improve until after the fall rains.

The big Peerless came through without hesitating and when water was poured in the radiator at the completion of the trip there was room for less than a quart.

H. O. Harrison, the local Peerless agent, after a few days in San Francisco, is back in Los Angeles.

From Far Away.

LONG SUMMER TOURS IN VOGUE.

WINTON-SIX OWNERS DRIVE OVER MANY MILES OF ROADS.

Shasta County Autoists Arrive With Many Others from Distant States All of Them Ready to Make Longer Runs Because of Ease of Operation of the Big Machines.

S. J. Chapman returned last week after having completed an 1800-mile trip through California in his Winton Six.

Chapman and his party, which consisted of Mrs. Chapman, G. A. Chapman, Orpha Klinker, Kathleen Tyrrell and S. L. Chapman, went up the coast to San Francisco and then into the hills of Napa and Solano counties. They enjoyed a most delightful tour and did not have one minute's delay on the entire trip.

As a rule the roads were good and less dusty than usual at this season of the year.

The hardest traveling was found in the mountains of Napa county.

"The mountain passes in the country north of San Francisco have not been improved as in the south," said Mr. Chapman. "All the way up the coast I found the mountain roads in good condition and there are few narrow passes. At almost any place cars could pass and the roads have been widened out at the turns.

"I did not find this to be the case in the north. In Napa county, for instance, the roads in the hills are narrow as a rule and rocky. The turns are sharp and the grades unusually steep. I drove my Winton to places never before reached by a big car and there was general surprise that it could be operated so handily in the crooked mountain grades.

"People who tour north as far as San Francisco should spend several days at least going to the north. Ship across the bay and then shoot into the pretty hills or into the lake country. The scenery is beautiful and in certain sections the roads are good.

Long touring seems to be a habit of the Winton Six owners. Throughout the summer not a week has passed without the arrival or departure of several Winton parties on tours of the State. Last week's arrival was C. E. Englehart, who arrived after a long drive from North Yakima. He handled a 1911 Winton and was accompanied by his family.

They came by way of the Shasta country and report a wonderfully pleasant trip. The roads north of San Francisco are hilly and rough as a whole, and from San Francisco south the highways are reported in fair shape. After a few days in Los Angeles the party continued south to San Diego and from there toured on into Mexico. They will see everything there is to see in the extreme southern end of the State and will then drive back to Washington. On their return they will have completed one of the longest tours of the year, the mileage being close to 4000.

"This has been a wonderful year for touring," said Englehart. "We passed machines almost continually and in the hilliest of the mountain country motor cars were rolling along as plentiful as on the smooth country highways. I was pleased to note the large number of Winton owners on these long tours."

Another Winton arrival was J. A. Hastings of San Jose who drove down with a party of five. This party also continued south into Mexico, going below Ensenada. They will encounter some rough going when they get more than a hundred miles south of the border, but the Winton is equipped for rough work.

Soon Be Here.

CHALMERS SIX NOW ON WAY.

COMING TO LOCAL AGENTS WITH MANY NEW KINKS.

Handsome Low-Priced Car Is Still More Accessible and the Price Is Cut to Meet the Needs of the Average Pocketbook—Looks Better Than Ever for This Season.

The welcome news that the Chalmers six had left the factory was received by the Western Motor Car Company yesterday and in two weeks the Chalmers masterpiece will be on exhibition at the local salesroom.

The new car has created a decided stir in eastern trade circles, and people who have seen it state that the Chalmers six sets a new standard for the 1913 season.

Last year the six sold for $3250 at the factory. This season it has been improved and refined in every possible way, but instead of the price being increased, it has been reduced to $2300 at the factory.

The car will be distinguished by the remarkable Turkish cushions which are being made famous by the Chalmers company. This is the most luxurious thing in the way of cushions ever offered in a motor car.

The new models have full electric lighting system self-starter, 130-inch wheel base, fifty-four-horse-power engine, thirty-six by four and one-half-inch wheels, four speeds, demountable rims, metal bodies, twenty coats of paint and varnish, body leather lined, dual ignition, nickle trimming, and in fact every feature that will be found on the highest grade cars and some which others have not approached.

Hundreds of inquiries have been received regarding this car, and the first car will be kept in the salesroom for show purposes. There will also be a car for demonstrating. Demonstrations should be booked in advance.

As in former years, the Chalmers Company will make a feature of enclosed models. One of the newest types will be the six-cylinder four-passenger coupe. This car is low in appearance, with a gasoline tank behind. This car has a 120-inch wheel base, full electric lighting system and all other equipment, with a luggage box on the rear.

There will also be a "36" coupe, a "36" limousine, and a six-cylinder limousine. The limousine will be built along the newest lines with the half-open fronts.

The Western Motor Car Company is preparing for a big season on Chalmers coupes, as this model has been unusually popular in Los Angeles.

ROLLER BUYS AMERICAN.

Champion Wrestler Chooses Underslung Car After Trying It on Only a Short Tour.

Dr. B. F. Roller, the famous Seattle physician and heavy-weight wrestler, has just succeeded in "putting over" another.

The "encounter" lasted about five minutes and the "ring" was the salesroom of the American Traveler-Coey Company, Chicago representatives of the American Motors Company, of Indianapolis. His opponent was an "American Tourist," type 34-A, and the contest was won by the doctor in the time stated above. He is perfectly happy and states that there is no other car that is built as much like the American athlete as is the "American Tourist."

Roller figures that a car to be right must be a good deal as a champion wrestler. It must have strength, be well built, have power—but can not be too heavy. Also it should be quick and responsive, and have the durability that cannot be broken by any encounters it may have.

Dr. Roller has decided to make his home in Chicago and is now enjoying life as a private citizen in his "American Tourist."

Camden, N. J., has bought three roadsters equipped with chemical apparatus for its fire department.

His Argument.

LOZIER HAS NEW WRINKLE.

LEFT-HAND DRIVE ONE OF THE LATEST NOVELTIES.

Some Advantages Are Pointed Out by Man Who Ought to Know. Claim Is Made that Driver Can Handle Car Gracefully and Unload Passengers With Greater Ease.

With the majority of 1913 cars on view in the various salesrooms and a discriminating public carefully examining the merits of each, the question of 'right or left-hand drive' is being discussed in all parts of the country.

Many surprises were brought out in this connection in the announcements of next season's models. Not the least among these is the number of high-priced cars which have adopted the left-hand drive and center-control features. It is an open secret that this change was made by some manufacturers only after repeated demand from purchasers for cars having the driver's seat on the left-hand side. Others foresaw the demand and made the change with less delay.

The main advantage of the left-hand drive and center control is generally supposed to be the adaptability of this construction to American road conditions. J. G. Perrin, chief engineer of the Lozier Motor Car Company says the mechanical advantages are also important.

"Left-hand drive with center control enables the change-speed levers to be mounted directly on the gearbox, forming one unit," says Perrin. "This eliminates the usual right-side drive troubles where two telescoping shaft run from the gearbox to the frame, on the end of which the control levers are mounted. This construction requires careful fitting to avoid too much rattle on the one hand or cramping on the change-speed lever on the other to to the fact that each connects two different members of the chassis, namely—the frame and the gearbox—and these two units are not immovably connected to each other.

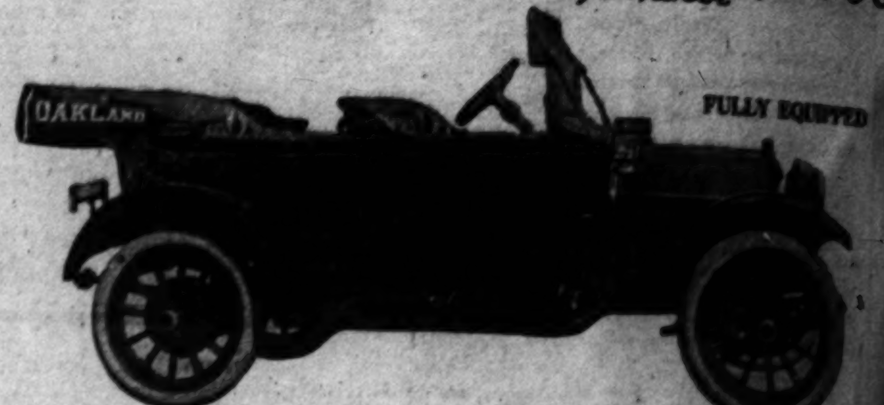
"Most makers have found it necessary in the past to use heavier springs on the right side of cars with right-side steer due to the fact that the torque reaction of the motor causes a considerable load on the right side of the car. With well-crowned roads there is also tendency for a greater weight to be thrown on the right side.

"Such a small item as the position of the iron support which holds the front portion of the top in place, is affected for the better by left-hand drive and center control. Anyone who has had his 'funny bone' shocked severely when changing levers or putting on brakes, by coming in contact with the top iron, will appreciate the elbow space afforded by center control.

"The advantages of the left-side drive to the chauffeur are many; also to the passenger in the front seat. The obvious ones, of course, which

The 1913 Oakland "40" $1700

Made in Pontiac, Michigan, U.S.A.



Greatest Car in the World at Anywhere Near its Price

WE have been showing the new OAKLAND "40" just one week—and so enthusiastically has this splendid car been received that there is absolutely no doubt that it is going to be the great success of the 1913 season.

If you are seriously considering the purchase of an automobile your search for [illegible] at a low price will end when you ride in the OAKLAND "40." Here is a car that [illegible] combines splendid power, ample speed, refined appearance and luxurious appointments [illegible] price considerably below $2000—and yet there is no car like it in the entire world [illegible] anywhere near its price.

The 1913 OAKLAND "40" is ready for the road—the price includes complete equipment. For $1700 you get with the car a fine top, rain vision glass front, speedometer, demountable rims, Presto tank, electric side and tail lights with battery, tire carriers, [illegible] and self-starter.

Come and ride in the OAKLAND "40"—you will want to buy it once you have an opportunity to appreciate its splendid qualities. Other 1913 OAKLAND models will arrive shortly—watch for our formal announcement—it will be the most interesting automobile advertisement ever published in Los Angeles.

Notice to Agents [illegible]

Oakland Motor Cars and Grabowsky Power Wagons

Hawley, King & Co.

OAKLAND CARS ARE DEMONSTRATED AND SOLD BY THE FOLLOWING AGENTS:

Crown City Garage Co., Pasadena — Caldwell & Denny Co., Whittier — B. & R. Garage Co., Long Beach — Young & Lloyd, San Diego — M. Elliots & Co., Orange — Anaheim Motor Co., Anaheim

LATEST

Models Carried in Stock for Immediate Delivery

6-48 Touring $2000
4-36 Touring $1625
4-30 Touring $1375

Full Equipment

See them before you purchase your new car

H. O. Harrison Co., 1214 South Main St.

Mr. Wad Is a Good Sport, But He's a Punk Balboa!

[illegible]O MANAGERS SELECT STARS.

[illegible] and Sharpe Pick Out Their Favorites.

[illegible] Thinks Kane Best Man [illegible] Vernon Club.

[illegible] Declares Ber- [illegible] Is Greatest Angel.

[illegible]

Sharpe resulted in the selection of nine men. Placed on the field in the following arrangement, the Dillon-Sharpe combination, would be capable of some very skillful pastiming. Mitze, catcher; Arellanes, pitcher, Howard, first base; Hosp, second base; Shinn, third base; Berger, shortstop; Krueger, left field; Kane, center field; Mundorff, right field.

CHESS NOTES.

All chess players will welcome the news from New York to the effect that a match has been arranged between Emanuel Lasker, claimant of the world's championship, and A. K. Rubenstein, champion of Russia, who won the San Sebastian and Poestyen master's tournaments and tied for first place in the Breslau tournament of this year. Rubenstein's challenge has been held in the air by Lasker for several months, and its present acceptance indicates a realization on the part of the latter that if he is to reap any further benefits as holder of the title he must play before the coming American tournament vests the title and its trophy in other hands.

The terms announced call for a match of eight games, draws not counting, with a limit of thirty games, unless at the last stage there is a difference of only one game in the scores of the players. In that case the match will end when one party has added another point to his score, or when an additional four games have been played.

This last clause seems to contemplate a drawn match in the event [illegible] thirty-four games resulting in less than a majority of two or the lower man pulling up even by winning a game, or a victory if the leader makes his majority two. These conditions are much fairer than those offered Capablanca, but it is not yet clear that Lasker risks his tenacious hold upon the title. It is evident, however, that he still insists upon the odds of one game in the score. Well, Rubenstein can probably give the odds, and win inside the thirty-fourth game.

An annuity of 104 pounds has been provided by chess players for Mr. and Mrs. J. H. Blackburne and the survivor, the fund being placed in custody of an insurance company. Should any part of the fund remain after liability to pay ceases, such remainder may be used for chess. Blackburne is the greatest player England ever produced.

Two new masters, in the persons of B. Gregory of Berlin and Paul Kreuger of Hamburg, were created in the two minor tournaments of the German Chess Association at Breslau. It is understood that the first place in these hauptourniers carries the [illegible] of master, and is the vehicle by which such title has been acquired by most of the prominent German champions.

Leopold Hoffer of London has been asked to serve in the capacity of referee at the coming American world championship tournament. It is believed by Manager F. D. Rosebault that the veteran editor will accept the responsibility.

Harry Leipsic of Redlands, who has been taking a vacation, writes from San Diego to inform the Conductor of the third Southern California correspondence tournament that he has resumed his games and hopes to hold his lead. While he does not intimate a clean score at the end, his present record of six won, none lost or drawn, makes the most promising candidate for first honors.

O. E. Frazier of Los Angeles, George E. Hart of Lemon Grove, A. G. Pearsall of National City, are competing in the tournament of the Illinois Correspondence Chess Association, and all state that they are having no harder work than is out for them in the Southern California tournaments.

MURRAY IS NOT TO COACH MANUAL ARTS.

Ernest Murray, the genial long-legged coach of last year's Manual Arts Rugby team, will not be with it this fall. Mr. Murray's duties with the Postoffice Department will take up all his time, but he has not lost any of his enthusiasm and love for the game and will no doubt attend many of the contests this season. He proved to be popular with the boys and put them in second place in the South last year.

In his place Arthur Fenwick, an old Canadian player and a member of the faculty, will coach the team this fall. Mr. Fenwick is an experienced player and an enthusiastic follower of the game, and under his able guidance the boys should make a very creditable showing.

Many of last year's veterans expect to be back, Nolan Allen, last year's demon captain, being about the only one the team will lose. Manager Al Glienberger is busy arranging the schedule, which includes games with U.S.C. and the larger high schools, and the boys are looking forward to a very successful season.

McGraw has some misgivings about that pennant in a walk since he has discovered that the Giants on their coming trip must play eleven games against Chicago, Pittsburgh and St. Louis, but only two with the Cincinnati Reds.

HITS AND RUNS

By Harry A. Williams.

Carl Mitze, catcher-in-chief of the Oakland club, is one player that Manager "Bud" Sharpe fears may be lost from his line-up either by sale or draft. Mitze, who was regarded by a majority of the players as the best backstop in the Coast League last season, is sought by a number of big league clubs. It is understood that the Chicago Cubs, the New York Americans and the St. Louis Browns have made tentative offers for him. Whether the Oakland management will sell him outright, or take a chance of retaining him in the draw should two Oakland players be drafted, is a question which is now being debated. Mitze, naturally, does not fancy making his debut as a member of the sorrow-soaked St. Louis Browns, and it is believed that if it came to a showdown, other things being equal, the New York Highlanders would be given the preference over the Chicago Cubs, as Mitze played under Harry Wolverton when the latter was managing Oakland. The New York club is the one to which Mitze's friends expect him to go should he be called higher.

• • •

Mitze has been on the shelf with a mutilated finger, and many attribute Oakland's failure to retain its proud position at the top to his absence from the line-up. It is difficult to over-estimate the value of a reliable, seasoned catcher to a club. Dillon says that the Seraphs would have been in the lead long before this but for the crippling of Boles. Brooks and Smith did yeoman service in the absence of Boles, but it is almost impossible to step in and take the place of a backstop who has become one of the main cogs in a baseball machine. "Dad" Rohrer, onto whose youthful shoulders was shoved the responsibilities of the Oakland catching department when Mitze became a cripple, has performed heroically. It took him about three weeks to show his real form, and it was in that interim that Oakland surrendered the leadership. He is now catching a brand of ball that would do justice to a veteran, and while Mitze's hand has healed sufficiently to make him available should an emergency arise, Rohrer's work has been of a character that hardly warrants a change.

• • •

That one so much to the juvenile should be hooked up to the sobriquet, "Dad," has been responsible for considerable curiosity on the part of the fans. Rohrer inherited this misfortune from his father, "Dad" Rohrer, who many years ago won fame and fortune as a catcher in the Western League, and other well-known fields of endeavor. "Dad" Rohrer, Sr., was some catcher. The old-timers still delight in dwelling on his prowess. "Dad" Rohrer, Jr., is a lad of great promise, and bids fair to rival the achievements of his illustrious father. When he joined the Oakland club, he was received as just plain Rohrer. But when his mates found that he was the original baseballing Rohrer's son, they were quick to prefix "Dad" on him

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George Stinson, who gained fame through his slugging proclivities while a member of the Vernon club, expects to leave here for San Antonio, Tex., next Tuesday. He will visit friends there until September 3, and then return to his home in Georgia. He and "Bud" Sharpe, manager of the Oakland club, arranged last night to pass the winter hunting in that State. Sharpe will leave for Georgia immediately after the close of the Coast League season to assume the management of George Stallings's cotton plantation. This will not be a new experience for Sharpe and Stinson, as they have been brother nimrods in the off-season for a number of years. They also act as host to a number of major league players each winter.

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William Palmer of San Diego is here for the purpose of arranging to have that city represented in the proposed Winter League. The plans as now outlined call for four teams, three in this city and one in San Diego, and the American Giants, "Rube" Foster's colored team, which it is proposed to import from the East. Foster, it is said, has practically agreed to bring his aggregation of colored celebrities West. He is now negotiating with Mendez, the famous Cuban pitcher, for the winter campaign.

• • •

Harry Ables's great strikeout work in the first game of the series with Los Angeles, served to recall an even more sensational achievement along the same line in 1909, when he was with San Antonio in the Texas League. Pitching against Dallas, Ables fanned twelve of the first thirteen men to face him. The twelfth batter was retired on an easy grounder to Ables, who then struck out the thirteenth. But one scratch hit was made off Ables, and the author of it was the only man to reach first base. That was a great year for Ables. He fanned 341 men in 33 games, giving him an average of ten and a fraction strikeouts for each contest.

• • •

Ables regards the San Antonio club of that year as about the classiest Class C organization assembled. It must have been, for about nine-tenths of the players graduated into the big show. George Stinson, late of the Tigers, held down an outfield berth on the club, and it was his sensational work last season which caused Hogan to sit up and take notice. Among those extracted from the San Antonio line-up that year for the betterment of big clubs was Wingo of the St. Louis Cardinals; Art Griggs of Cleveland; McIver, formerly with Cleveland and St. Louis, and part of this season with the Seals; Willie Mitchell of Cleveland; Dolly Stark, who went to Brooklyn; Westerzel, who donned the stripes of the Detroit Tigers, and Cook, who went to Columbus after a session with the Cleveland Naps. It wasn't a pennant race that year, simply because San Antonio insisted in sewing up the other teams as early as July 4.

• • •

Orville Kilroy, who helped the Vernon Tigers down the home stretch last season, says that he has discovered two sure-enough "come-backs." One of these is himself, and the other is Orvie Overall, whose name is a household word in fandom as a result of his long and honorable career with the Chicago Cubs. Kilroy is absolutely sure of his own success as a "comebacker," while he seems equally confident that Overall could start in right where he left off and convince the fans that he had never been away. Kilroy and Overall met in several mound duels in the San Joaquin League recently, with the former in the box for Bakersfield and the latter twirling for Visalia. Their most gruelling battle went fourteen innings, and was unreeled with the weather warm enough to fry an egg. Visalia finally finished on the front end of a 2 to 1 score. "Believe me, any man who can pitch fourteen innings of the quality of ball delivered by Overall that day is good for a few more seasons in the big show," said Kilroy. "As for myself, I feel that I am as good as at any time in my career. It is too late in the season for me to hope for a regular berth this year, but I expect to get back on the job next spring."

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When Overall's arm went bad, it was predicted that he would never again be able to catapult a baseball in genuine major league fashion. Those who have seen him work this summer, however, have experienced a change of mind. While not in condition for steady work, the big fellow has shown enough stuff to convince his friends that there would not be the slightest doubt regarding the outcome of the National League race were Overall on the job.

• • •

"Keep your eye on Jonathan Ables; he's goin' to be some ball player." That is the advice vouchsafed yesterday by Harry Ables of the Oakland club. Jonathan is Harry's lil' brother. Harry has the biggest hands in organized baseball. He can span a regulation sphere with either hand. Jonathan has the biggest hands outside of organized baseball. He must have, for Harry says that Jonathan's hands are every bit as big as his. And what's more, Jonathan is only 11 years old. "Believe me, there is going to be another Ables in fast company," said Harry, flushed with family pride. "Why, that kid brother of mine is bound to be a world-beater. His hands are so big that he really doesn't need a finger mitt. Nothing can get through them. What's more, he is fast and a good thrower. I saw him play last winter, and he ate 'em up on either side." The younger Ables is a shortstop and right-handed.

• • •

Harry Vernon, the newest of several new Los Angeles pitchers, is a high brow. Amherst College is his alma mater, and he passed four years there struggling up the rugged steps of erudition, when not otherwise engaged. At odd times he pitched for the varsity baseball team, but that is said not to have been his main purpose in life. While there he mastered a very beautiful curve ball, which is said to be more puzzling that a Greek rebus. He has yet to emit any moisture as a "spitball" pitcher. Dillon says that Vernon has any amount of stuff, whatever that is, and should prove a valiant craftsman if he can locate the plate with reasonable regularity.

• • •

"Poll" Perritt, the Fort Worth demon, who was to have been with us ere this, has yet to say "present." Perritt contracted blood poisoning in his pitching hand just prior to his scheduled departure for Los Angeles, and in view of this untoward incident considered it the part of wisdom not to depart. Berry yesterday received assurances from Perritt that he will put in an appearance this week, if not later.

• • •

Judge Rives of the Superior Court, who is now indulging in his annual vacation, has been numbered among the spectators at Washington street park. While Judge Rives seldom experiences the pleasure of witnessing a game outside of vacation time, he is a thorough fan, and regards an afternoon at the park as the ideal relaxation for the man of sedentary pursuits. Judge Rives played the game as an amateur in his younger days and rumor has it that he showed sufficient skill to warrant a tryout in professional company had he cared to enter that field of endeavor. His son Edward, who won a place on the University of Southern California varsity in his freshman year, comes by his baseball ability honestly.

• • •

"Bud" Sharpe, manager of the Oakland club, played under four different managers on the Newark club in the International League. He captained that club under Burnham, Stallings, Wolverton and McGinnity. Burnham has since retired from baseball, and is now a resident of San Diego.

• • •

Los Angeles is to have its fill of continuous baseball from now on. It will be continuous baseball with the accent on continuous. With a number of holidays on the calendar and several postponed games waiting to be disposed of, Washington-street Park will not be "dark" more than three or four days during the rest of the season. Tomorrow, the Seraphs and Oaks will play off the game postponed from last Tuesday. The following Monday is a holiday with a double-header to be uncorked, and a week from that time Admission Day will demand another double dose of the great American amusement. Baseball will be a steady thing here without a skip, for the next twenty-one days.

BURNS IS ANXIOUS TO FIGHT SAM LANGFORD.

CALGARY (Alta.) Aug. 20.—Between keeping himself in training, answering cables from Australia and looking after the promotion of the Bayley-Allen bout for the lightweight championship of Canada—to say nothing of handling the largest clothing business in Calgary—Tommy Burns is quite a busy man these days.

Tommy is erecting a pavilion that will seat 15,000 just outside the Calgary city limits, where on September 4, Joe Bayley, of Victoria, will meet Billy Allen of Ottawa and Syracuse, for the lightweight championship of Canada. Bayley took the title from Allen in a fifteen-round bout at Bassano, near here, in June, and the bout was so close that neither side was satisfied. The contest was the fastest, cleverest and most sensational ever seen in Western Canada and there is certain to be a record attendance at the return battle.

Allen, in the previous bout, had Bayley groggy several times in the early rounds, and in the final three sessions, Bayley came back so strong that he had Allen hanging on. At the close the boys were traveling even faster than in the early rounds.

This fellow Bayley is a comer and if he keeps up his present rate of advancement he will be making things lively for some of the lightweights over the border. Allen is already pretty well known in the United States, as he has met most of the best lightweights in the East, losing only to Joe Mandot and Leach Cross, and having victories over such boys as Grover Hayes, Abe Attell and Knockout Brown.

Burns is quite serious in his intention of going after the heavyweight championship again. Tommy now weighs about 185 pounds and is as good as ever he was. The writer has seen Burns in many of his bouts and is in a fair position to judge the local heavyweight.

Tommy put it all over Bill Rickard of Chicago and Vancouver, at Saskatoon a couple of weeks ago. Rickard was nothing but a big dub and was no trial for the Calgarian. It is in his workouts with his brother, Eddie Brusso, himself no slouch of a middleweight, that Tommy shows up best.

Just now he is negotiating with Hugh McIntosh for a bout with Sam Langford at Sydney on Boxing Day. Tommy has asked for a guarantee of $10,000, an option of 35 per cent. of the gross and three round trip tickets. McIntosh has already agreed to the guarantee, and it is likely that the percentage part will be fixed up all right.

Utica (N. Y.) is after automobile owners who violate the law by failing to display tail lamps.

Studebaker

This Car Comes to You Insured

An ordinary insurance policy protects you against loss. The Studebaker name goes farther—it protects you against risk.

Not a single element of chance enters into the purchase of a Studebaker car. You are insured—not figuratively, but actually—and the Studebaker name-plate on the radiator is your policy.

The $800 Studebaker (Flanders) "20" Touring Car

Equipped with Top, Windshield, Prest-o-Lite Tank and Speedometer, $885 f. o. b. Detroit.

For over sixty years—a decade before the Civil War—the name Studebaker has been a guarantee of the highest quality and service. To your fathers and grandfathers it stood for sterling integrity and the highest mechanical skill in the manufacture of road vehicles of all kinds. That honored name Studebaker cars are built to uphold.

Everything that the broadest possible mechanical experience and intimate, first-hand knowledge of the automobile industry could put into a car is summed up in the name "Studebaker."

The quality of the Studebaker car is equal to that of any car made, irrespective of price. We know this, because everything that goes into our cars is manufactured in our own plant, under the most jealous supervision, from materials that have been analyzed and tested in the Studebaker laboratories. Nothing is left to chance or the fortunes of the road.

The low price has been made possible by the enormous Studebaker facilities—the use of automatic machines that perform their task with superhuman exactness and mechanical efficiency—and an organization unapproached in the world.

Every owner of a Studebaker has the satisfaction of riding in a car on which he can absolutely depend—so perfect in construction that nothing can get out of order—so simple in operation that any member of the family can run it as well as an expert.

Added to these qualities are beauty of design, absolute riding comfort, style and finish—and unequaled economy of service.

With our enormously increased facilities we can promise prompt delivery. Ride in a car that bears a name you know—and always lives up to its name.

Our Retail Branch is Open Evenings Daily Until 10:30

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Late 1912 Michigan "40" at a BIG REDUCTION

What You Get

Motor—40-horsepower. Four cylinders, 4¼x5¼ inches. Three-bearing crank-shaft. Enclosed valves.

Self-starter—absolutely efficient. Light in weight. Non-injurious to motor. Dual ignition. Briggs guaranteed magneto. Three-speed selective transmission.

Three-quarter floating rear axle, possessing all the advantages of both full-floating and semi-floating types with none of the disadvantages of either. Multiple disc dry plate clutch.

Frame—extra strong, 5-32 inch steel. Four inches deep, 3½-inch flange. Shortsville wheels, 34x4-inch tires and demountable rims—just to make sure that MICHIGAN owners will not be bothered with that bugbear of motordom, tire trouble.

Fourteen-inch brake drums. One square inch of breaking surface to every eight pounds. White nickel mountings throughout.

118-inch wheel base, long 50-inch springs and luxuriously comfortable cushions insure perfect riding qualities.

A life guarantee on every MICHIGAN car—backed up by an old-established concern.

MICHIGAN "40"

We have a few late 1912 Model K touring cars and three 33-h.p. Roadsters on hand and will give you a good discount.

The mighty MICHIGAN is a car that will go anywhere and must be seen to be appreciated. Demonstration at any time.

Michigan Motor Sales Co.

C. L. PERRIN, Mgr.

1801 West Pico

Wilshire 2161. [illegible]

The Verdict.

VAN COURT COMPARES JOE MANDOT AND JOE RIVERS.

He Finds that Rivers Has the Better Boxing Style. Mandot Leads Too Much With His Right Hand. Mandot, However, Is More Steady Than the Mexican, Who Fights in Brilliant Flashes.

BY DE WITT VAN COURT.

BOTH Joe Rivers and Joe Mandot will put in their hardest day of training today. Rivers at Venice and Mandot at Jack Doyle's. Each boy is anxious to have it said that he is in better condition than the other.

Joe Rivers was a little peeved when he heard the report that he had been over to Doyles to see Mandot work. "I never saw Mandot but once in my life and that was at a dance," said Joe, "and I do not care if I do not see him until we get into the ring. All I want him to do is to get into good condition so he will have no excuse to offer if he loses."

Harry Coleman says he and Mandot will not be allowed back in New Orleans if Mandot loses. With this feeling in both camps there is sure to be a very determined effort by each to win.

Mandot shows a lot of class to his work, but so far, not as much as Rivers. Rivers has more speed and hits much quicker. It remains to be seen which of the two boys is the harder hitter. Both use each hand well, but Mandot uses his right more than Rivers. Rivers uses his left principally for the openings for his right and Mandot lets each go for a lead whenever the chance comes. Of the two boys' style, I prefer Rivers's. Mandot's way of leading leaves him open too much and he takes too many chances, a little caution is always safer.

Mandot is exceptionally cool and seems to keep his head well, under the fastest kind of work. Judging from what we have seen of Mandot so far, his style is more of the plodding way of fighting, that is, a steady pace all along. Rivers boxes more in flashes. If it comes to a toe-to-toe match, I like Rivers's chances better than Mandot's from the fact that Rivers is not only a faster hitter, but can hit hard enough to knock anybody out with short punches.

Mandot, from his long rangy style does not seem to be so good at close quarters and seems to prefer standing off. He also has the advantage in height and reach, but not to any great extent.

The weight question matters little to either boy. There will hardly be more than a pound or two between them. Each makes the weight without any trouble.

Both Rivers and Mandot have arranged a long programme for today at their training quarters and each boy will add a sparring partner or two to their boxing bouts.

Willie Rooney says Jack Doyle will surely have another Jinx to burn after Rivers gets through with Mandot. "Wait until you see this bird Rivers, step," says Willie. "He is so fast now that Mandot will think Joe is throwing basketsful of gloves at him.

Joe Mandot says the toughest fight he ever had was with Pal Moore. "I was not in good condition for that fight," said Joe. "I got hit more times on the jaw in that fight than in any three I ever had and it was so sore for a week that I could not eat and I felt worse because I was hungry than from the punches I got. I made up my mind from that time never to enter a ring again unless I was trained right."

Battling Chico and Eddy Campi have at last been matched. Chico will have a chance to find out what real class is and if he beats Eddy, he will surely be in line for any boy in the country. Campi is the cleverest little fellow they have turned out of Frisco in many years.

Tom McGrath, formerly trainer of Tom Sharkey is managing Eddy and will come South and train him for the coming match. Campi always keeps himself in good condition, so will not need much time to get right.

ANGELS WIN.

(Continued from First Page.)

mass of delirious, albeit, entirely respepctable citizens.

BUD PARALYZED.

In the center of this khirlpool of unrestrained joy, there stood just one figure, silent and dumb. "Bud" Pernoll had been stunned as completely as though someone had cracked him on the jaw. He stood upright, but unseeing. The people surged by and around him in their mad rush to pay homage to the re-crowned hero. Not until a youngster giving vent to his emotions in a series of "cart wheels" brought up lumb against Pernoll did the beaten pitcher come out of his trance.

Heitmuller is a well-known character, but today a lot of people are asking each other for additional information regarding his ancestry, personal habits and future prospects. For the benefit of these, it may be said that "Heinie" eats and throws with his right hand, is addicted to the safety razor habit and bathes nearly every day.

Everything considered, it was some. Harry Ables begged "Bud" Sharpe for another crack at the Seraphs. He was accommodated, and as is usual in such cases, he veered into all kind of travail. Asking the boss to let you pitch is in the same class with looking for trouble, and usually brings kindred results. While Pernoll gets charged with the defeat, Ables had enough worry to last him for the rest of the season.

He held the Seraphs to three hits, and fanned seven, but his deadly aim of last Wednesday was lacking. In witness of this, the box score recites that he unlimbered two wild pitches. One of these was part of a run. Two runs were realized during Ables's occupancy of the hummock.

HALLA IS THERE.

Pitted against him was another southpaw, one Jack Halla. J. H. held his own against his celebrated opponent of the same species, as long as the quarrel was limited to these two. Jack got bumped for one run in the fourth. That was his only bad spot prior to the ninth. But he did not survive to enjoy the fruits of his toil. A pass and a double in the ninth resulted in Jack being sent to the manicure emporium. Slagle then took hold, but could not extinguish the enthusiasm of the Oaks until Cook had wormed his way in from third with the tieing run.

The Seraphs were the first to etch an ace on the scoreboard. Halla showed the way to his mates with a bunt to Sharpe, which became a basehit solely because everyone expected everyone else to cover first base, with the result that said bag was outrageously neglected. Sharpe was peeved. So was Ables. The team was peeved enmass. They said so in the key of B flat. Jack landed at second, all joy, on Howard's out at first, and ran right around to third when Berger blazed to right for one base. Jack cooled his heels in that locality, until "Dad" Rohrer let one of Ables's angles escape him. Halla scored on the faux pas, meaning passed ball.

The Oaks got this one back without a great amount of labor in the fourth, when Patterson pelted to right for two whole bases and marred the mosaic on Cook's clout to center. Los Angeles took a slim lead in the sixth. Ables indiscreetly parcelled Berger four wwide ones. Daley bunted to Hetling, who butterfingered. All hands safe. Heitmuller sacrificed. All hands safe except "Heinie." Moore pulverized the ball down into Cookville. Mayor Cook was on the job, and pegged to Rohrer. Berger, was halted in his homeward flight, and finally nailed on the line after a fine game of tag participated in by Messrs. Rohrer, Hetling and Ables.

The Oaks seemed greatly determined to come back in the ninth. With one down, Cook walked. Encouraged by this show of weakness and prodigality, "Bud" Sharpe became as sassy as you please and doubled to left. This blow put Cook on third, and finished Halla. Enter Slagle. At this point nearly everybody began batting for everybody else. Tiedemann, batting for Rohrer, was issued four wide ones. Slagle did this freely and ungrudgingly. Abbott, batting for Albes, forced Tiedemann at second. Cook tallied during the operation. Christian, running for Sharpe, reached third on the play. A moment later he was nailed in the offing on an attempted two-ply theft that was upset by Messrs. Brooks, Slagle and Metzger. Sharp says that he will do his own running in the future.

The score:

LOS ANGELES.

	A.B.	R.	B.H.	S.B.	P.O.	A.	E.
Howard, 2b	3	0	0	0	2	2	0
Berger, ss	3	0	1	1	4	3	0
Daley, cf	3	1	0	0	5	0	0
Heitmuller, rf	3	1	1	0	4	0	0
Moore, 1b	3	0	0	0	7	0	0
Metzger, 3b	3	0	0	0	2	3	0
Leber, lf	3	0	1	0	0	0	0
Brooks, c	3	0	0	1	3	1	0
Halla, p	3	1	1	0	0	2	1
Slagle, p	0	0	0	0	0	0	0
Totals	28	3	4	2	27	13	1

OAKLAND.

	A.B.	R.	B.H.	S.B.	P.O.	A.	E.
Leard, 2b	4	0	0	0	1	5	0
Patterson, lf	3	0	2	0	2	0	0
Zacher, cf	4	0	0	0	0	0	0
Coy, rf	3	1	1	0	0	0	0
Hetling, 3b	3	0	0	0	1	2	1
Cook, ss	3	1	1	0	3	5	0
Sharpe, 1b	4	0	2	0	9	1	0
Rohrer, c	3	0	0	0	8	2	0
Mitze, c	0	0	0	0	0	0	0
Ables, p	3	0	0	0	1	4	0
Pernoll, p	0	0	0	0	0	0	0
Abbott, x	1	0	0	0	0	0	0
Tiedemann, 1b	0	0	0	0	0	0	0
Totals	31	2	6	0	*26	19	1

Tiedemann batted for Rohrer in ninth.
x—Abbott batted for Ables in ninth.
*—No outs when winning run made.

SCORE BY INNINGS.

	1	2	3	4	5	6	7	8	9	
Los Angeles	0	0	1	0	0	1	0	0	1	3
Base hits	0	1	1	0	0	1	0	0	1	4
Oakland	0	0	0	1	0	0	0	0	1	2
Base hits	0	0	1	2	1	0	1	0	1	6

SUMMARY.

Hits made—Off Halla, 6 and 1 run in 8 1-3 innings.
Home run—Heitmuller.
Two-base hits—Patterson, Coy, Sharpe.
Sacrifice hits—Hetling, Heitmuller.
Bases on balls—Off Ables, 1; off Halla, 1; off Slagle, 1.
Struck out—By Ables, 7; by Halla, 2.
Double play—Berger to Howard to Moore.
Wild pitches—Halla, Ables, 2.
Passed ball—Rohrer.
Hit by pitched ball—Howard by Ables.
Time of game—1h. 45m.
Umpires—Townsend and Hildebrand.

CHANCE FOR WELSH TO RECOVER TITLE.

[By Federal (Wireless) Line to The Times.]

NEW YORK BUREAU OF THE TIMES, Aug. 24.—[Special Dispatch.] Freddie Welsh, the lightweight champion of England, is to have a chance to redeem his title. He has been matched to box Matt Wells, the present titleholder, before the National Sporting Club of London, on October 21, next.

Welsh, who is now in Canada, where he recently won two contests, one from Tommy O'Keefe and the other from Phil Knight, received a cable from Peggy Bettison, saying that Wells had decided to take up the challenge which Welsh issued some months ago. Welsh expects to sail for London about the middle of September.

GLENN MARTIN HAS THRILLING EXPERIENCE

[BY A. P. NIGHT WIRE TO THE TIMES.]

CHICAGO, Aug. 24.—Glenn L. Martin, an aviator from Los Angeles, was lost last night in a fog 2000 feet above Chicago for more than an hour. He might have crossed over Lake Michigan had he not caught a glimpse of the red flash from the government lighthouse, two miles off shore.

Martin had been flying over Cicero field in the extreme western part of the city when he lost his bearings. In searching for the field he traveled far out over the lake and finally landed safely in Rogers Park, the city's northern limit. Martin has been in Chicago only five days and explained after landing that he had no idea as to where he was at any time until he saw the lighthouse.

Omitted One Thing.

[Washington Star:] Col. Gilford Hurry, Commissary of the National Guard of New York, was condemning an officer, who, on an annual encampment, had fussed too much over his men.

"A famous editor," he said, "watched this officer one night during the last encampment, as he showed the boys how to fold their clothes, how to spread their bedding, how to drape their mosquito netting and so forth and finally, when the officer took leave, the editor called after him:

"'Hey, you've forgotten something.'
"'What have I forgotten?'
"'You haven't heard 'em say their prayers and kissed 'em all good-night.'"

New Fall Styles In Men's & Women's **Auto Coats**

A big group of new models suitable for Immediate wear—The best values in Los Angeles—

Prices **$7.50 to $35.00**

Girls' & Boys' School Coats

Styles and values that will appeal to prudent Buyers—

Prices **$7.50 to $25.00**

—Auto Gloves
—Auto Caps

Store Open Saturday Nights
Goodyear Coat Co.
Rubber Sundries—Rubber Boots—Garden Hose
324 South Broadway

MIGHTY RESULTS FOLLOW.

(Continued from First Page.)

They are ready for active work at once. Already $10,000 has been raised in Southern California following the organizing tour of The Times Special.

The new concern is to be known as the Los Angeles-Colton-Yuma Ocean-to-Ocean Highway Auxiliary. Its purpose is to promote the building of a highway between the city of Los Angeles and Yuma, Ariz., by way of Pomona, Colton, Banning and Brawley. First aid work has already been done and plans are being made to make this highway tourable by the first of the present year.

With some of the most prominent business men of this city taking firm hold of the immense project the work is being rushed to what appears to be a successful conclusion and there is now only twenty-seven miles of road to be put into shape. Of course the worst stretch is the Mammoth Wash, but just as soon as it is possible to send teams and men out into the sand, this feature of the work will be taken care of by Charles H. Bigelow, who hase done yoeman service as the real "desert rat."

DESERT SANDS.

Action is written in every line of the plans for the road work. The road out from Mecca is already in shape. The Whitewater River is tourable. The cut has been repaired and a bridge is to be built at once over Snow Creek. The terrors of the desert will soon be a myth and within a month, the desert certainly will be made to "blossom as the rose."

That attention may be brought forcibly to the work already accomplished since The Times car was driven over the 290.3 miles between this city and Yuma, the Phoenix road race will be run this year over the Banning route. President Mitchell will be the man behind the guns at this end. He is the representative for the Maricopa Automobile Club, with full authority to accept entries, the first of which is the Cadillac which Don Lee will start.

The cities and towns along the route are alive to the possibilities of this race. It means a big publicity campaign for this ocean-to-ocean project. The race should be the greatest classic ever held and should have more entries than ever before in the history of the game. It has become a race of world-wide interest.

At Alhambra, Robert Jordan, one of the greatest good roads boosters, will take care of the reception to be given by the people of that city. Residents of Alhambra will remain up to watch the cars skim through. The racers will be able to shoot through the city at top speed and the roads will be carefully guarded.

Arrangements have been made at Pomona to allow the cars a free pass through the city. The people will be there, lined up along the streets, to watch the machines go through the town and a bonus will be raised by the city for the driver who makes the fastest time to that point.

AT ONTARIO.

The Festival de Ontario will be held on the date of the Pomona road race and on October 26, as the cars shoot through the taps will be sounded for one of the greatest festivals ever held in the valley town. Members of the Board of Trade of Ontario have agreed to do police duty in order to adequately guard the course and keep pedestrians out of harm's way.

Dan Johnson is the man at the helm in Ontario. He has succeeded in joining the men of Bloomington together in a big plan to give the racing cars the right kind of a send-off when they shoot from Bloomington to Colton on the direct route of the proposed national highway. A purse will be raised in Colton and Bloomington for the racers who will be welcomed and sent away with the best wishes of the people of the two thriving little towns.

From Colton the cars will be sent away to Beaumont and Banning, where another purse has been secured. Here in the gateway of the San Gorgonio Pass, the cars will be unleashed for the run over the roads to Whitewater, thence to Palm Springs and on to Indio on the desert and into the Coachella Valley.

Here in the heart of the Coachella Valley a grand stand will be built. Refreshments will be served. People will remain up all night and a fiesta will be enjoyed. The cars will pass through a longer line of people than ever greeted the desert racers.

AT BRAWLEY.

Down at Brawley in the Imperial Valley another great reception has been planned. The desert racers will be received there and refreshments will be served to the drivers and mechanicians who will be making the race of their lives.

The sentiment in favor of the national highway is strong at Brawley. This city is directly on the map. The Times car was given a great ovation in the Imperial Valley town and the men there declared in favor of immediate work on the great project that is to make the road passable long before the World's Fair opens in San Francisco.

Dr. H. Vance Clymer will have charge of affairs at Yuma. In the Colorado River city a purse of $500 will be raised and the night control will be established there. Arrangements have been made to ferry the cars across the river on the fast run. The record to Phoenix is almost certain to be broken as the people of Yuma say that $25,000 is to be spent at once on the road between Yuma and Dome. This will put that section of the highway in shape for fast touring.

BIG PURSE.

The purse for the Los Angeles-Phoenix road race is to be $5000. The money is already in sight and every cent will be in the hands of Jno. S. Mitchell before a racer is sent away from the starting line. The prospect is that at least twenty cars will be started on the long grind which is over roads that are not impassable, but which will be far better in two months from now.

The sanction for the Phoenix road race has been applied for and word should be received from Chairman William Schimpf of the contest board of the Automobile Association of America, this week. The race will be started on October 26, the week of the Phoenix fair. The course will be entirely new and will be over the Banning route of the ocean-to-ocean highway followed by The Times special on its epoch-making tour.

M'GRAW'S IDEAS ON BASE STEALING.

"The biggest bone play in the world, so the fans and critics all agree, is stealing third or second with the bases full," says John McGraw. "That play, of course, is the climax of absurdity. Yet there are times, on the level, when I wouldn't hesitate to order a man to steal second base with the bases full.

"If you had the bases packed with quick, keen-witted runners, two out, and some fellow up who was a mark for the pitcher then on watch, what would be a better play than to send the man on first right down to second? Start the runner from third, of course, as soon as they began throwing the ball around, and keep all three of your runners moving. There would be all sorts of chances for a muff, a bad throw, or cleanly beating the ball home, and once the run was in, they could have the man who had run off first, and welcome to him. I'll risk that kind of bonehead any time the opportunity presents itself."

Good Omen, Stewart Thinks.

After Harry Stewart won his game on Friday afternoon he was as happy as a clam, as he said that it was a sure sign that his married life was going to be one long dream of happiness. While the rest of the gang were combing their hair, Brackenridge and Harry held a trial wedding with Dolly Gray and Speed McDonnell umpiring. When it was all over Harry was sure that he could make the boat and not get mixed up on the fingers.

No-Rim-Cut Tires—10% Oversize

The Human Side of Tires
The Goodyear Code

After all, tire worth depends entirely on the men behind the tires. So today let us cover the human side—the ambitions and principles, the men and the methods which underlie Goodyear tires.

Not in a personal way—not a boastful way. We wish simply to show, in these days of complaint, that Big Business may still be guided by The Golden Rule.

Complete Independence

We believe that active competition, better than anything else, insures justice to consumers.

It makes quality essential, compels fair prices, induces a square deal.

Under free competition the best man wins, and that's best for all concerned.

So we maintain complete independence. We have no trade alliances, no gentlemen's agreements. And consolidation, when proposed, has met our earnest opposition.

Even our patents are licensed to others, to avoid the slightest taint of monopoly.

Modest Capitalization

We believe that high cost of living is largely due to the enormous volume of watered stocks.

Fictitious capital, calling for dividends, compels prices out of reason.

So we have clung to modest capitalization, though this is the world's largest tire business. Not a dollar of water in our capital stock.

We count in our assets neither patents nor good will. We have no bonded debt.

Moderate Profits

We insist on moderate profits. Our eventual interests, we are sure, are best conserved in that way.

Our profit last year on No-Rim-Cut tires averaged 8½ per cent. That's half the usual in a line like this.

And that in a business where costs are cut to the minimum, by enormous output and modern equipment.

In a rubber tire business, with fluctuating materials, that's a margin as small as one dares to accept.

Profit Sharing

We believe that men work best who have a share in the earnings. And that owners of the business are apt to best serve its patrons.

So 134 of our leading men share in the Goodyear profits. And the Company has helped them acquire their stock.

Our branch managers are stockholders. Thus our dealings with the public, the whole country over, are being conducted by partners.

In our factories, building tires, there are 49 stockholders. In our office there are 33.

Ninety per cent of the Goodyear common stock is owned by the active men in the concern.

Every voice in our policy, every factor in quality, every creator of Goodyear reputation, shares the results of his actions. We know of no better way to insure to our customers the service which we intend.

Trained Men

College-bred men are employed here in large numbers. Their accurate training and breadth of view are evident in Goodyear dealings.

For our factories we pick the most promising men who come from great technical schools.

Every year our superintendent visits the best of these schools, where he aims to select the very cream of the graduates.

Thus we have gathered here, in the course of years, an army of trained and competent men. And the future of all of them depends on better tires.

All Young Men

We believe in young men, and our organization consists of them. The most important man in it, in a manufacturing way, is 36 years old.

Thus the Goodyear concern typifies the activity, the enthusiasm, the ambition, the enterprise of youth.

Each man's career lies mainly before him. So none rests on his laurels, none is yet easing up.

Goodyear men, wherever you meet them, are the kind you like to meet. They personify intelligent activity.

Fairness and Truth

Above all, with these men we insist on fair dealing, and on utter regard for the truth.

Faults and mistakes are forgiven in all of us, but unfairness and falsehood are not.

Here lies, we believe, the chief reason for the Goodyear growth. Wherever you seek you'll find a boundless faith in what the Goodyear people [illegible]

A 6-Mile Factory Now Results
Also Monarchy of Tiredom

Do ideals in business pay?

Let us note the result after 13 years. Goodyear tires now far outsell every other tire.

The sales have doubled six times over in the past three years. They double now once in eight months.

Trade came like a flood as soon as men became acquainted with these tires. Now a monthly output of 100,000 fails to keep pace with the call.

Few business stories ever told compare with the Goodyear story.

Factory Growth

Our original factory had 36,000 square feet. Our additions for the year 1912 alone will total 560,000 square feet.

When these additions are completed they will give us a total of 1,600,000 square feet.

Figure what this means. Were the factory fifty feet wide, and one story high, it would be over six miles long.

Goodyear Popularity

Our monthly sales now just about equal our year's sales in the year 1909.

Last year's output for the first six months was 186,307 automobile tires. This year's output, for the same six months, came to 485,083 tires.

This has largely come about through what motorists said about Goodyear tires and methods.

Those are eloquent figures to answer the question, "Do ideals in business pay?"

How It Came About

The ablest men we could find have, for 13 years, worked to perfect these tires.

Years ago, in our factory, they built a tire-testing machine. This machine wears out four tires at a time, under all sorts of road conditions.

On this machine they have tested over 200 fabrics, and some 40 formulas for treads.

Every method and process has here been put to the ultimate test of mileage.

New ideas have been constantly compared with the old. Rival tires have been compared with our own.

Every question that came up has been answered only by the mileage test.

After 13 years of that sort of comparison we have brought Goodyear tires pretty close to finality.

Rim-Cutting Ended Completely

Then some of our experts took up the rim-cutting question. They examined thousands of ruined tires, of nearly every make. And they found among all the clincher tires that 23 per cent were rim-cut.

Then a tire was invented to make rim-cutting impossible. It is known as the Goodyear No-Rim-Cut tire.

These tires now outsell every other tire made. They are used today on tens of thousands of cars. Yet never has one been rim-cut.

By this invention alone we wiped out for tire users about 23 per cent of their tire upkeep.

Saving Blow-Outs

At the same time our experts took up the question of blow-outs, due to overloaded tires.

Nine tires in ten, when of just rated size, are at times much overloaded. [illegible] added to the car—sometimes by [illegible] passengers.

It is figured that 5 per cent added to the weight takes 15 per cent from the tire mileage.

So we made these tires—No-Rim-Cut tires—10 per cent over the rated size. And that 10 per cent oversize, under average conditions, adds 25 per cent to the tire mileage.

These two features together—No-Rim-Cut and oversize—have saved motor car owners many millions of dollars. For tens of thousands of men they have cut tire bills in two.

200,000 Users

There are not less than 200,000 motorists using Goodyear tires. Wherever we have made a careful count—at shows and in [illegible]—every third car is equipped with them.

This year, 127 leading motor car makers contracted for Goodyear tires. Over [illegible] of the 1912 models were equipped at the factory with them. That is the present situation, with 25 competitors making tires.

Now Goodyear sales are doubling every eight months. They are twelve times larger than three years ago.

Judge for yourself what conditions will be when all men know these tires.

The Goodyear Tire Book—based on 13 years of tire making—is filled with facts you should know. Ask us to mail it to you.

Goodyear [illegible] guaranteed when filled with air at the recommended pressure. When filled with any substitute for air our guarantee is withdrawn.

GOODYEAR AKRON, OHIO
No-Rim-Cut Tires
With or Without Non-Skid Treads

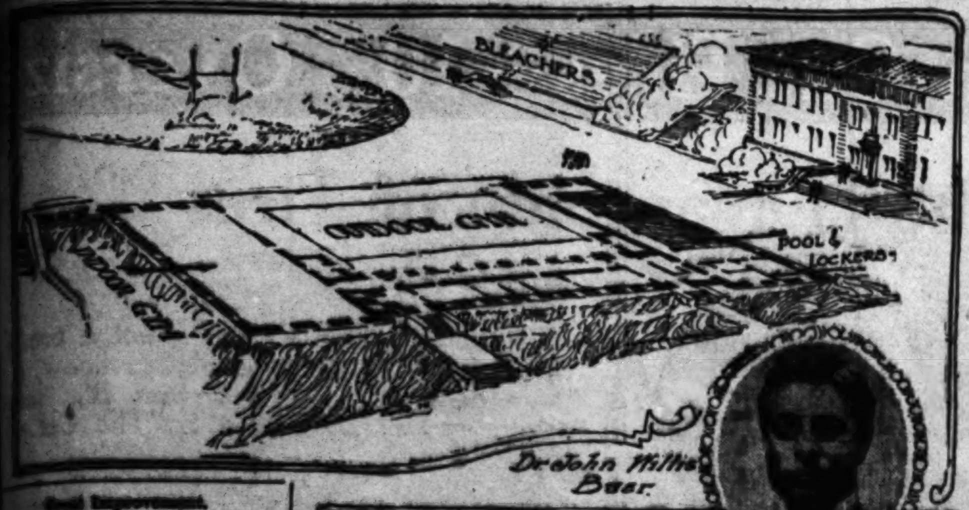
THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO
(This Company has no connection whatever with any other rubber concern which uses the Goodyear name)

(780)

Los Angeles Branch, 723-25 So. Olive Street
Phone Home F6094 Sunset Broadway [illegible]

No-Rim-Cut Tires—10% Oversize

Don't Scrape Your [illegible]
The Razoredge [illegible]



The New Gym at Occidental,
Showing, above, the foor plan of the new structure, including the open-air department, and below, the front elevation of the building.

Good Improvement.

PLANS DRAWN FOR OXY'S "GYM."

[illegible] PLEASURE HOUSE TO BE READY IN ONE YEAR.

[illegible] Building to Cover Almost [illegible] Area of Floor Space—Field [illegible] After Famous Franklin [illegible] Plant Will Be One [illegible] Finest in the Entire Country.

[illegible] plans for the big Occidental [illegible] gymnasium and athletic [illegible] are completed and the building [illegible] be finished and ready for [illegible] in September, 1913, one [illegible] date, when the entire college [illegible] across the hills back [illegible] Park, to the hills and [illegible] the Eagle Rock section.

[illegible] students are overjoyed at the [illegible] of having their big $80,000 [illegible] finished in time for them [illegible] as soon as the change is [illegible]. It had hardly been hoped that [illegible] could be completed by [illegible], but it looks very [illegible] at the present time as though [illegible] will have a completed [illegible] plenty of time for the [illegible] of school.

[illegible] athletic field is planned [illegible] after the Franklin [illegible] University of Pennsylvania [illegible] Philadelphia. The field itself [illegible] 20,000 spectators when [illegible] the bleachers will take [illegible] of the field while the [illegible] south end of [illegible].

[illegible] building will cover [illegible] about 175x110 feet. There [illegible] open-air gymnasium on [illegible] athletic field and the [illegible] will surround [illegible] of the open-air gym [illegible] from the road. In [illegible] the bleachers and gym will [illegible] the athletic field and [illegible] gym.

[illegible] building will really [illegible] wings connected by a [illegible] containing the rooms [illegible] of athletics and some [illegible] locker rooms. The east [illegible] contain the big swimming [illegible] only other one on the [illegible]. The pool will be 30x60 [illegible] will be the only college [illegible] in this part of the [illegible] University of California [illegible] only other one on the [illegible] will be surrounded by a [illegible] there will be large windows [illegible] north end of the room so [illegible] be used as a grand stand [illegible] field as well.

[illegible] wing will be the gymnasium [illegible] and will contain a floor [illegible] feet. This gym will be [illegible] and will be [illegible] as the indoor basketball [illegible]. It will be surrounded by [illegible] on the same plan as the [illegible].

[illegible] space between the two [illegible] the principal gymnasium [illegible] larger part of the gymnasium [illegible] will be placed out [illegible] will be arranged somewhat [illegible] of the playgrounds, and [illegible] all the modern apparatus [illegible] who have examined the [illegible] that the gym will be one [illegible] of its kind in the country.

[BASE]BALL BRIEFS.

[illegible] fans are rooting for Boston [illegible] the American League pennant [illegible] figure Rube Marquard a [illegible] the Giants and the Red Sox [illegible] the world's series.

[illegible] Jones, one of the veteran Tigers, [illegible] has been with the club since [illegible] to be released, according [illegible] an announcement made by [illegible] Navin yesterday. Waivers [illegible] asked on him and, if all the [illegible] League clubs are willing to [illegible] he will be placed with a [illegible] club. Jones says he intends [illegible] keep on playing ball as long [illegible] earn a good salary, regardless [illegible] the class of the league in which [illegible]. He is well fixed financially, [illegible] having a paying drug business [illegible] Detroit, so he does not need to [illegible] where it would not be agreeable.

[illegible] change is going on [illegible], according to Bob Wallace [illegible] Browns. The little Scot is serving [illegible] year in the big league. [illegible] he should know whereof he [illegible]. "I have noticed in the last [illegible] that the shortstop has had [illegible] than in the olden days," [illegible]. "It is nothing now for [illegible] to go through a regular [illegible] game and handle only [illegible] chances, whereas, several [illegible] ago, the average was about [illegible]. I well recollect one game [illegible] I played that I had nineteen [illegible]. But now when a shortstop [illegible] to handle anything above [illegible] he has a busy afternoon."

[illegible] or other folks can't quite [illegible] why the St. Louis Browns [illegible] Frank LaPorte to Washington [illegible] happened to need [illegible]. LaPorte is not, and never [illegible] the greatest second baseman [illegible] any other time. He has always [illegible] a good hitter, and, though [illegible] to be a bit shy on sand at [illegible], is generally a reliable sticker in [illegible].

[illegible] Shawley, Baltimore's best [illegible], has been benign in his last [illegible]. He was shut out here [illegible] Buffalo by small scores, and [illegible] very unlucky. Connie Mack [illegible] to recall him from [illegible].—[Toronto Globe.]

"Much Class."

UNIVERSITY OF DENVER LOOKS TOUGH FOR TIGERS.

Rocky Mountain Institution Has Galaxy of Stars on Gridiron Squad—Oxy and Pomona Must Round Into Early Condition for Struggle With Famous Football Team, October 26 and November 2.

BY OWEN R. BIRD.

ON LOOKING up the dope it would seem that the University of Denver is to be the big-bite for the Oxy Tigers and the Pomona Sage Hens this fall. The game with the Tigers will be played at Baer Park, October 26, and one week later the Rocky Mountain men will meet the Huns at Claremont. If all the dope passed out on these husky lads from the hills can be taken as a criterion it would behoove both the Tigers and the Huns to get busy right off the reel and round into shape.

Last year the team lost but one game, the defeat being charged to a fluke on a sloppy field, when the university men were playing Colorado College, Thanksgiving Day. The team has lost but two of last season's veterans, one in the line, and Volk, the all-western half-back for three years. This little line about the all-western half for three years points to the type of players turned out by the institution.

John F. S. D'Aule, who graduated from the university, and who was to have been the coach last season, says that the team is by far the strongest in the Rocky Mountain district. He says that the university is expecting an unusually strong freshman class, which goes to show that the Tigers and the Huns will have their work cut out to win.

The scheduling of games of this nature with one of the best teams in the West will give the local fans the much-needed chance to get a line on the new game of football as it is to be played under the altered rules.

Noted for Weight and Speed.

The team is noted for its weight and speed, with a little more stress laid on the latter element. Using the split formation and simple forward pass plays, the great speed makes it possible for yards to be gained where other teams would be stopped before the play was started.

The battle between the Huns and Denver should produce all kinds of thrills, as Coach Stanton of Pomona has become famous for his split plays and speedy attack. In fact, several experts from the East, who saw the Blue and White team in action last season, say the Pomona squad could have shown a clean pair of heels to nearly all the middle western universities. In the case of the Tigers there is a little more room for conjecture.

Last year the Presbyterians were heavy enough, but lacked speed and a good string of subs, but this year the squad will be made up of veterans and in the freshman material, Coach Pipal says that he can see one of the best second teams in Oxy's history, looming up.

Fast Denver Team.

But a few facts about the men on the invading team will not be out of the way. At quarter-back we find Brubaker, who stands out as one of the fastest and most heady men at the position in the Middle West. He has had several years experience and has made the All Western Mountain quarter twice. His big sensations come in the open field, where he has wonderful ground gaining ability. At full-back, French Taylor, weighing 175 pounds, is not a sensational player, but holds his job because he will take a chance and is always on top of the ball.

Koonsman the Star.

Card, the left half, weighs 165 pounds, and is a line plunger of great merit. Koonsman, right half, weighing 180 pounds, is picked to be the star of the team this season. He is an adept at breaking up forward passes and a whizz on end runs. Many think he is the greatest half-back west of Harvard and Yale.

On the line, Garden holds down center. He is light, but is good at breaking forward passes. The guard positions belong to a pair of giants, H. Stirling and John Fyke, both near 200 pounds net and "vets" in the game. D'Aule thinks they will shake anything in the south.

Tackles Missing.

Both the old tackles are missing and there is a possibility that the guards may be moved out and some of the new material developed into the center side kicks. Shotwell, a freshman last year, will probably get on the varsity this season, as he was very close last fall.

Three veteran ends will take care of the wings. Donaldson, Schroeder and Munn have never let anything by them yet. Schroeder is the captain of the team, and is a terror in breaking up interference. All the ends are fast, heavy and aggressive.

With this iron-clad line-up, it looks as though there would be a real Roman holiday in Southern California when these mountain boulders hit the home guard.

Very Solemn.

ARTICLES OF AGREEMENT BETWEEN JOE AND JOE.

FOLLOWING are the articles of agreement signed Friday by the managers of Joe Mandot and Joe Rivers:

These articles of agreement made and entered into this 23d day of August, 1912, by and between the Pacific Athletic Club, the parties of the first part, and Joe Rivers and Joe Mandot, the parties of the second part.

First. That the parties of the second part agree to box twenty (20) rounds before McCarey's Vernon Arena on the afternoon of September 2, 1912, Labor Day.

Second. That the weight for this contest shall be one hundred and thirty-three (133) pounds, ringside.

Third. That both contestants shall be in the pavilion no later than 2 o'clock the day of the contest, and that the weighing-in time shall take place ten minutes after the semi-wind-up takes place, weighing in to take place in the dressing-room, and both contestants agree to be in the ring ready to contest fifteen minutes after weighing in.

Fourth. That the sum of one thousand ($1000) dollars shall be deposited upon the signing of these articles, as a weight forfeit, and to remain up for appearance in the ring ready to contest.

Fifth. That the parties of the first part have agreed to give parties of the second part certain sums of money, which have already been mutually agreed upon.

Sixth. That the Marquis of Queensberry rules shall govern this contest.

Seventh. That the wearing of soft bandages shall be permissible, subject to the approval of the referee.

Eighth. That the official referee of the club, Charles Eyton, shall officiate upon this occasion.

Ninth. That the gloves used shall be the regulation size and weight prescribed in the statutes of the State of California.

Tenth. That the choice of corners shall be determined by a toss of a coin, either before or after entering the ring.

NOTE.—If Joe Rivers is in the ring within fifteen minutes after weighing in and Rivers makes the required weight at weighing-in time, Mandot will not take any part of forfeit money.

HARRY COLEMAN.

Been Punished Enough.

[New York Weekly:] Representative William C. Redfield of New York relates this anecdote:

"I once attended a lecture by one of the best known woman temperance lecturers in the country. She made one of the most thrilling speeches I have ever heard. She painted purgatory in a haze of red and had us all going.

"Finally she pointed to a specimen she had on the platform with her.

"Ladies and gentlemen, look," she said, and we looked.

"'One week ago I found this man sleeping, a drunken wreck of a human being, in the gutters of your city. He was covered with dirt; his face, hands and clothing were filthy. He was a total and absolute wreck.

"'Did I let him lie there?' she continued. 'No, I helped him to his feet, brushed him off, smoothed his brow, and then, dear ladies and gentlemen, I kissed him full upon his mouth.'

"At this juncture," said Mr. Redfield, "some person in the back of the room called out:

"'Well, why don't you let him go? Ain't he been punished enough?'"

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The Most Highly Developed Six Cylinder Car in America

AS a six cylinder car is purchased primarily for the purpose of securing better service in the way of additional comfort and efficiency, the motor itself becomes the vital part of the transaction. Therefore look well, long and carefully into that which is under the hood.

The Garford "Six" is today, without question, the most highly developed six cylinder motor in America. No other Six has such perfect fuel distribution. No other Six is so economical to operate. No other Six can give better than eleven miles per gallon of gasoline—and the Garford Six does on tour. No other Six has such faultless lubrication and carburetion.

The matchless development of these fundamentals alone, guarantees you a six cylinder service that cannot be obtained from any other Six made.

The unusual ease with which this car rides is due to its perfect balance, both in correct distribution of weight, and perfect spring suspension.

The Garford, conceded for years by the world's most prominent families to be the most practical and luxurious car built, now has the added distinction of being the most highly developed "Six" in America. This comes from the Garford's remakable six cylinder performance during the last year.

Demonstration and catalogue from our representatives in your territory, or catalogue and complete information from us direct.

BERLIN LIMOUSINE, Seven Passengers, [illegible] — LANDAULET, Seven Passengers, [illegible] — PHAETON, Five Passengers, [illegible]
LIMOUSINE, Seven Passengers, [illegible] — TOURING CAR, Seven Passengers, [illegible] — RUNABOUT, Two Passengers and Rumble, [illegible]

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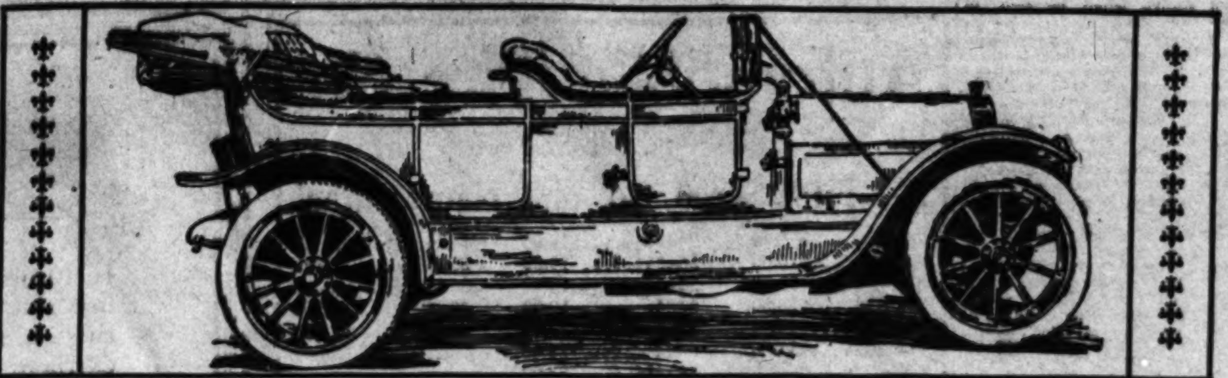

THE man on the curb values the PIERCE-ARROW Car for its distinction of line and elegance of finish. The man in the car itself values the PIERCE-ARROW for its comfort in service and absolute dependability.

W. E. BUSH, Exclusive Dealer in PIERCE-ARROW MOTOR CARS and TRUCKS—1227 South Main Street, Los Angeles—

Will Move to 1701-1711 South Grand Ave.

On or Before October 1st, 1912

New Wonder.

WALT JOHNSON GREATEST EVER

Declared to Be Best Pitcher that Ever Lived.

Has Bullet-Like Speed and Perfect Control.

Good for Ten Years Yet if He Is Careful.

[By Federal (Wireless) Line to The Times.]

CHICAGO BUREAU OF THE TIMES, Aug. 24.—[Special Dispatch.] It's a painful fact, yet a true one, that the average star pitcher is greatly affected by what polite society terms egotism, but which is labelled "swelled head" by the sporting fraternity. Just let a big league pitcher get his name in the headlines and be recognized as a star of the first water and instantly his cranium becomes inflated with something that is not gray matter. He thinks the earth, moon and stars revolve around him as the central figure and an actor is a modest, retiring shy little bird in comparison.

Christy Mathewson, Jack Coombs, Joe Wood, Chief Bender, Ed Walsh, and a score of others are in this class. So were Jouett Meakin, Amos Rusie, Cy Young, Kid Nicholas and other stars of a bygone day. All are, or were, athletes who could strut while standing still.

The one great exception is Walter Johnson, who has just broken the American League record for consecutive victories. The big blonde pitcher of the former lowly Senators is the most modest man in baseball. And perhaps he, of all pitchers, has the greatest reason to look down on his fellowmen.

WHAT GRIFFITH THINKS.

Clark Griffith, who has looked at all the great pitchers of the past twenty years, says Johnson is the grandest box artist that ever pulled on a glove. Ty Cobb, the greatest of present-day batters; Tris Speaker, the wonderful Boston star; Duffy Lewis, one of the hardest men in the country for a pitcher to face; Frank Baker, the slugging Quaker and others of equal note, unite in declaring that Johnson is the greatest of present-day pitchers.

"He has never let himself out," declares Cobb. "The hole of a mauser bullet would be a jagged thing as compared to the hole clear through a man's body left by one of Johnson's fastest, if Walter would steam up and hit a batter. Whenever he pitches, I want to get sick and stay in the hotel."

Strong words from the greatest of all batters.

Johnson in the mainstay of the Washington team and his box work this year has been remarkable. Just 25 years old, he is in his prime. He pitches like a piece of well-oiled machinery, with apparently no exertion at all.

"He's good for ten years," says Bill Peet, the Washington newspaperman and himself a former professional player. "When he goes, he'll go in a bunch, for all strain is evenly divided at present and all parts get equal wear."

MAKES NEW RECORD.

Johnson has just won sixteen straight games, besides officiating in many last inning contests in which airtight pitching was required. He is the most willing man on the slab. Would just as soon pitch every day in the week if allowed. He carries the entire and absolute confidence of his teammates, who believe that no ball club can whip Johnson at any stage of the game. His control is perfect and he rarely hits a batter, which fact is a good thing for the American League in general. He has everything a pitcher needs and his fast ball, especially on a dark day, is of the velocity of a bullet and the size of a pea.

If Washington is fortunate enough to meet the National League winners in a world's series Johnson will perhaps pitch four of the five games, or every game if necessary. He is a big fellow, six feet tall, weighs about 175 pounds and looks like a good natured college boy. He is the greatest pitcher of all time and that record of sixteen games, topping Jack Chesbro's fourteen-game mark made in 1904 with New York, looks as though it would be broken by at least a half a dozen games by the time the flag finally drops on the season of 1912.

BOBBY WALLACE TO GO TO THE DISCARD.

After 17 years' service in the Major Leagues, Bobby Wallace of the St. Louis Browns is likely to be soon asked to go to the minors. Reasons: Salary too high, usefuness waning.

Manager Stovall gave a hint of Wallace's future when he said, in response to questions:

"I am looking to build up my team, and new players are what I want. Look at what Washington has done by injecting new blood into the club. I am figuring on several trades. Yes, Wallace will be in the deal, if we can work it. Wallace, I figure it, has lots of good playing in him. Bob's salary is a big handicap to us, and, of course he would be no good to us if his check was cut."

Wallace's salary, prior to his becoming manager of the Browns, called for $5500 a year, according to best obtainable information. This figure followed a cut from $6500. Following his retention as manager of the team his salary is said to have been raised $2000 a year, or to $7500.

When asked about his future, Wallace said:

"No minor leagues for me. I know two clubs which will take me off Stovall's hands, but the price must be moderate. If I don't make good with another club it means goodby to baseball for me. I'll not go down the ladder."

Bad for Connie.

Here's a sure sign. Connie Mack never could win a pennant during a presidential year. He drew blanks in '04 and '08.

Viox is Lucky.

Manager Fred Clarke of the Pirates will place Jimmy Viox in Wagner's place when the big Dutchman decides to give up baseball for good.

Akron, Ohio, has awarded contract for a piece of motor-driven fire apparatus, to cost $8200.

DREADNOUGHT MOLINE

Price Los Angeles, $1950.00

More Perhaps than was Ever Given Before for the Price

Ten years of success, achieved under the most conservative policy, lies behind the Dreadnought Moline M-40.

Perhaps the only good car, well built, with a good reputation, backed by one of the strongest (financially) automobile concerns in America, that has never been exploited by "hurrah" and "circus" advertising.

Winning every reliability and economy event in 1911—the Dreadnought Moline but proved its right to laurels already won. Its power plant, the oldest long-stroke motor in America—is in the M-40—now ready for delivery—increased to 40-H.P.

The New Features Which Give the Dreadnought Moline Its Astounding Value Will Interest You

The "35" was a splendid car—a car with a record of achievement. To its sterling qualities we have added the following worthy features:

Ten inches more wheel base—now 124 inches.
Complete electric lighting equipment—including dynamo—storage battery—supplying five lights and dash illuminator.
Demountable rims (5), with tire carrying irons as part of the regular equipment.
Full ten-inch Turkish spring upholstery—the most luxurious and comfortable to be found in any car—regardless of price.
Forty-horse power from the famous Dreadnought Moline Long Stroke Motor—the first long stroke motor built in America.
Two models only—5-passenger Touring and 2-passenger Roadster, with exceptionally roomy and luxurious bodies.
Prest-O Self Starter.
Gasoline tank in dash permits raising carburetor six inches, avoids recondensation in long suction pipe, giving quicker, snappier carburetion. First in America to adopt this improvement complete, as we supply it. Auxiliary tank under seat. Total capacity, twenty gallons.

The first consignment of 1913 MOLINES have arrived, and we will be pleased to show them at our Washington Street Branch.

Demonstration by Appointment

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Moline Automobile Company, Pacific Coast Branch, O. J. Root, Manager. Wm. Gregory, 402 N. Main, Outside Agency.

The Famous BROC, the Car of Luxury, Is Here!

The Broc electric is the car of fashion in New York, Boston and Washington, and is designed and built for those who can afford the best.

It has refinement, power, endurance, comfort, and in addition individuality and character.

You are cordially invited to examine the 1913 Brocs, just received, the first carload ever shipped to California.

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IT IS TO LAUGH!

ONE YEAR AGO our friends the Gasoline Truck competitors decried

Moreland Distillate Trucks

TODAY they're running in circles trying to circumvent our Distillate Patents.

Why?

Because Moreland Distillate Trucks have made good—because they are giving twice the service at half the running cost.

Ask the USERS About Moreland Service

Factory and Salesrooms North Main and Wilhardt Sts. Los Angeles

The PAIGE Car Is NOT a $2000 Car

We *repeat*, it is *not* a $2000, nor a $2500 car.

We have no desire to make exaggerated statements about the Paige. We want you to know the *truth* about the Paige. And find out the truth about other cars selling for Paige prices or thereabouts.

This is the truth about the Paige. It is the best automobile—judged by any standard—that you can buy for the price—a well-designed, honestly built car, comfortable, speedy and enduring.

Model Beverly, Torpedo Touring Car.

Don't buy your new car until you have gone all over the Paige—studied it in every detail of construction—compared it carefully with other cars selling at Paige prices—ridden in it. Bring an expert with you—if you aren't an expert on automobiles. The more a man knows about automobiles the more he appreciates the Paige.

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Six snappy, stylish bodies—4 and 5-passenger touring cars, ... and raceabout. The beautiful La Marquise Coupe, $1600. All built on the one Paige chassis and with the one Paige unit power plant.

Top and Single-Vision Windshield

Speedometer, 5 lamps, Presto tank, self-starter, demountable rims, all bright parts nickeled. Sold at $1150 F.O.B. Los Angeles. The best proposition on earth for those who are looking for a completely equipped, moderate priced car.

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Automobile Tire Co.

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A-1 First Serial No. and Name Intact

28x3	$8.00	34x3½	$18.00	34x4	$24.00
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32x3	11.00	30x4	19.00	36x4	26.00
30x3½	16.00	31x4	19.00	37x4	27.00
31x3½	16.96	32x4	22.00	40x4	25.00
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		34x4½	27.00		

Special This Week

28x3	$8.00	33x4	$16.00
30x3½	12.00	34x4	18.00
32x3½	13.00	36x4	18.00
34x3½	13.00	34x4½	20.00
36x3½	14.00	35x4½	20.00
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32x4	16.00	36x5	25.00

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THE UNIVERSAL CAR

In lumber wagons you can't find riding comfort—because they are heavy. The light carriage of yesterday was devised for ease. And the automobile of today and tomorrow—is the light, strong, economical and perfectly balanced Ford.

75,000 Ford cars already sold this season—one-third of America's product. Five-passenger touring car $690—three-passenger roadster $590—torpedo runabout $590—delivery car $700—town car $900—f. o. b. Detroit, complete with all equipment. Get catalogue from Ford Motor Company, Olive and 12th Streets, Los Angeles—or direct from the Detroit factory.

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GUARANTEED FOR LIFE

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20 H. P. Runabout Fully Equipped . . . $800

Now on exhibit and for prompt delivery. The best little car on earth.

The "32" H. P. with Full Floating Axle Three Speeds, 1913 . . . . $1000

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Overland 1913

$985

Model 69T *Completely Equipped* *F. O. B. Toledo*

Self Starter
30 Horsepower
5 Passenger Touring Car
Center Control

110-inch Wheel Base
Timken Bearings
Prestolite Tank
$50 Remy Magneto

$50 Warner Speedometer
$50 Mohair Top and Boot
$25 Clear Vision Wind Shield
All Bright Parts Nickel Plated

40,000 Cars a Year Makes this Value Possible

HERE is the car we have asked you to wait for. Those who have heeded our advice will profit. Those who have not will lose. You were duly warned, advised and notified, and those whose better judgment directed them to delay their automobile purchase, until we made public our 1913 facts, are now in a position to feel no little amount of keen satisfaction.

This car, at this price, smashes all previous records. It even fairly eclipses our 1912 values, which a year ago baffled the world. 40,000 Overlands will be made in 1913. This enormous jump in production makes possible this new car at this new price. As our production goes up, our prices come down, as has been shown in each preceding year.

Now let's take this car and carefully analyze the value. First take the remarkable and exceptionally complete equipment of standard accessories. The Warner speedometer is conceded by practically every manufacturer in the world to be the best made. It is the speedometer you find on all of the $5,000 cars. We could have put on a speedometer that costs just half that of the Warner but we wanted the best. The price of this speedometer is $50 the world over. Then take the top and boot. This top is made of the finest mohair. You could not buy it for less than $50 in the open market. The clear vision wind shield is handsome, strong and serviceable. Besides being an ornament to the car it adds that touch of completion. The retail price of this anywhere is $25.

Then there is the well known Prestolite Tank, the price of which you know from past experience is always and to everyone the same. The Overland self-starter cannot be purchased for less than $25. This car carries a $50 Remy Magneto which has an established reputation all over the world.

We can touch the big subject of the car itself but slightly. The specifications above tell the story. Here is detailed the most remarkable automobile value the world has ever been offered. Note particularly such high-grade features and fineness in the construction as the famous Timken roller bearings on the front wheels and the equally famous Hyatt bearings on the rear axle. Note more carefully the long wheel-base and big motor. The wheel-base of 110 inches gives ample leg room in both seats.

The selective transmission, too, is fitted with fine annular bearings. Read carefully the spring and brake dimensions. Compare these spring and brake facts with cars that cost twice the price. Do this without fail. You'll find no difference. The three-quarter floating rear axle is another big and important feature.

Have you ever heard of an equal value for less than $1,200? Why, as a matter of actual fact, you can find $1,500 cars that have practically no more to offer than this one for $985.

In this age of rapid progress it is sometimes difficult to grasp the full significance of an important, progressive manufacturing step, such as this car exemplifies. But when you sum up the extraordinary cold dollar for dollar value which this car offers, as compared to any and all competing motor car values, the giant economical manufacturing strength of the huge Overland plants is realized and recognized. It only proves the ability of this most powerful and efficient automobile factory. It only proves the economy of producing over 40,000 cars a year and the big money saving it means to you.

We can make the positive statement, without any kind of a condition, that this is the automobile industry's record value.

This car can now be seen in any city in America. Over 2,000 Overland dealers are waiting to give you your demonstration. Look up the Overland dealer in your city today. His address is below. 'Phone him for a demonstration. He will give you all the time, at any time you want.

Act quick and you'll get a prompt delivery.

MOTOR—Four-cylinder, [illegible]. Bore, 4 in. Stroke, 4½ in. [illegible] IGNITION—Remy Model R. D. [illegible] COOLING—Water cooled. [illegible]

OILING—Splash system for crank and cam shaft bearings. Cylinder and timing gears oiled with [illegible] force feed oiler. CAM SHAFT—Carbon Steel drop forged, three bearings. CRANK SHAFT—Carbon steel drop forged, five bearings.

CONNECTING ROD—Carbon Steel drop forged. MAGNETO SHAFT—Drop forging. PUSH ROD—Crescent drill rod steel. CARBURETOR—Model L Schebler. CENTER CONTROL.

FRAME—Channel Section—Cold rolled steel, No. 9 U. S. Ga. (.150). Depth Side Rail, 3⅜ in. Width of Flange Face, 1½ in. SPRINGS—Front, Semi-elliptic. Length, 36 in. Width, 1¾ in. Rear, three-quarter elliptic. Length, 42 in. Width, 1¾ in. All springs have 6 leaves, steel bushing eyes.

TRANSMISSION—Selective. Three speeds forward and reverse. Annular Bearings. REAR AXLE—Three-quarter floating bearings, Hyatt; Axle Shaft [illegible] Steel. Propeller Shaft, Cold Rolled Steel. Main Driving Shaft, [illegible] Steel.

BRAKES—Contracting and expanding on rear wheels. Inside diameter Brake Drum 13 in. Width of brake shoe 2¼ in. Outside diameter Brake drum 13½ in. Width Brake Band, 2¼ in.

FRONT WHEEL BEARINGS—Timken Roller Bearings. FRONT AXLE—Drop Forged, Clearance 10½ in. TIRES—32x3½ Q. D. COLOR—Body, Overland blue; wheels, gray; all bright parts nickel plated, with black trim.

EQUIPMENT—Mohair top and boot; Warner Speedometer; Windshield; Prestolite Tank; Self-Starter; Five black and nickel Lamps; Tire-Irons; Robe Rail; Foot Rest; Tool Kit and Jack.

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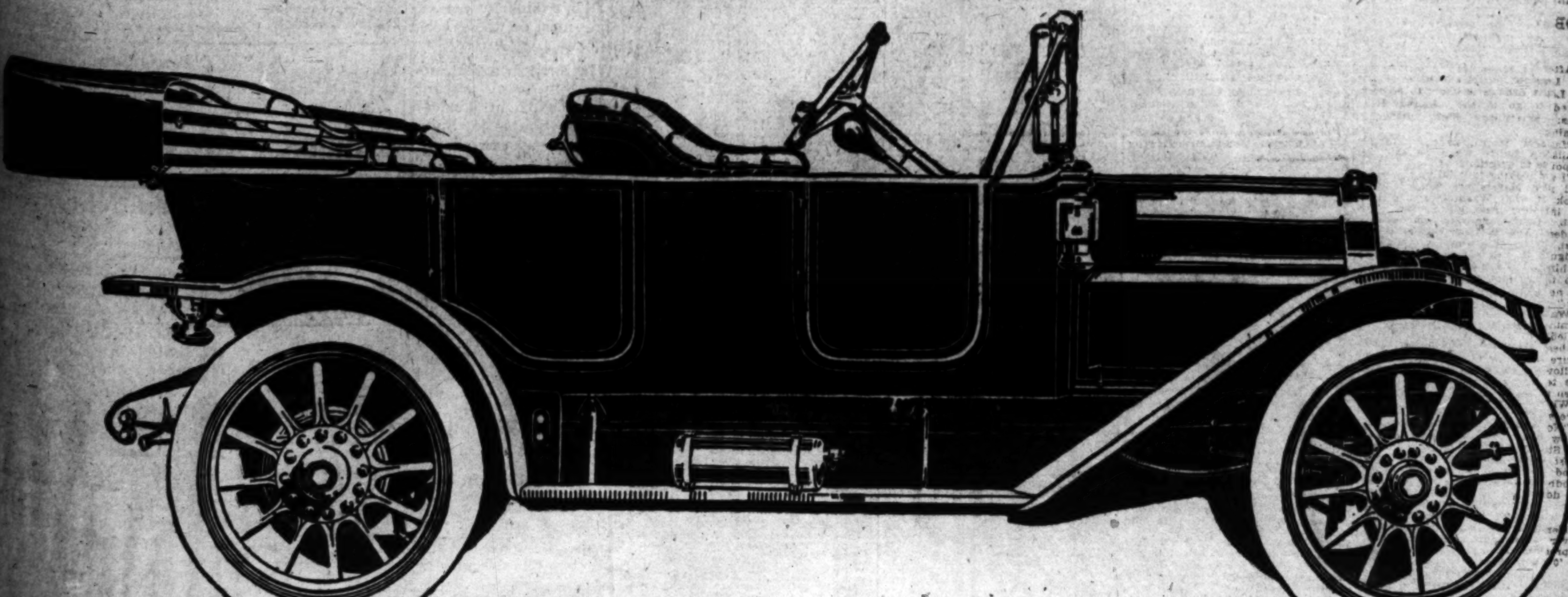

Will Be Missed.

RASMUSSEN IS STAR PLAYER.

Local Cricketer One of the Best in Business.

Equally Strong at Football and Baseball.

Intends to Return This Fall to Shanghai, China.

O. D. Rasmussen.

O. D. Rasmussen, late of Shanghai, China, is one of the star players of the Los Angeles Cricket Club. Like P. J. Higgins, Rasmussen is an Australian and an all-round athlete. Although second in the batting averages to date, Rasmussen does not confine his attention solely to wielding the willow.

As a baseball and football player, Rasmussen is a veritable second Higgins. He played full-back on the West Melbourne High School Rugby fifteen; right-back and goal keeper on the Shanghai soccer eleven, and full-back for Shanghai Hockey Club. For two seasons Rasmussen played shortstop on the Shanghai baseball nine. Numerous trophies, including those for tennis, golf, rifle shooting and cricket, have been won by this all-round athlete.

As captain of the West Melbourne High School eleven, Rasmussen established a bowling record in Australia by dismissing eight of the Albert Park batsmen for two runs. In this match he twice performed the "hat-trick."

It was in China, however, that this young Australian made a name for himself in cricketing circles. After playing for the second eleven of the Shanghai Recreation Club, he gradually worked up into the first eleven as first bowler. So well did he vary his pace and such good work did he get on the ball that he was selected from the numerous clubs of that city to represent Shanghai in the annual inter-port matches with Hongkong, for the cricket championship of China.

Three years in succession Rasmussen represented Shanghai in these important matches, his batting average being .35 and his bowling average 8.33. In the first of these inter-port matches with Hongkong, Rasmussen equaled the bowling record made sixty years previously, when he dismissed seven of the Hongkong batsmen for only twenty-nine runs.

Had it not been for his terrific hitting last year, in the third of his interport matches, Shanghai would have been beaten. Going in ninth wicket down, after a perfect rot had set in, Rasmussen started in to slog. In fifteen minutes he hit two sixes and seven fours and saved his side from certain defeat.

Rasmussen has established two cricket records this season at Vineyard. In partnership with W. G. Cochrane, captain of the Fresno cricket team, this pair put on 213 runs after the fall of the sixth wicket. Rasmussen scored 106 not out and Cochrane 102 not out. The second record was made when he straight drove Megget clean over the trolley wires of the Venice Short Line. Against San Diego, Rasmussen scored 66 runs and completely demoralized the Border bowling.

After taking special courses at the University of California, Rasmussen came south and will graduate shortly from the Southern California College of Optometry and Ophthalmology, when he will return to China.

Some Class Here.

CRACK TEAMS' EXPECTED VISIT WILL BOOST RUGBY.

BY D. HUDDESTON.

IN 1905 I sent letters to Presidents Wheeler and Jordan of the Universities of California and Stanford, respectively, urging the adoption of Rugby football in place of the intercollegiate game as then played, and also advising them to cable the team of New Zealanders (touring in England at the time) to return home via San Francisco to give exhibition games. The New Zealanders, called the "All Blacks," eventually gave a brilliant display of football at San Francisco in February, 1906, after the conclusion of their tour in England.

Since that time Rugby has increased by leaps and bounds in the State, and the forthcoming visit of a team from Australia this fall will put Rugby football upon an unassailable pinnacle of popularity.

We need such a visit in California to put before coaches, players and the public generally the finer and better features of the game, as exemplified in the play of first-class exponents. Up to the present time our efforts have been crude and primitive from a real Rugby standpoint, especially so in the southern part of the State, and even in the northern end, the play of the teams has been a long way from what Rugby is capable of in its more advanced conception and practice. Physically our men have every advantage—youth, physique, training, constant association together, etc., factors which have been responsible almost entirely for what meed of success has been achieved so far. Yet the really true ethics of Rugby, as known by those thoroughly conversant with the game, have not been evidenced in the displays of our teams; nor could it be expected. Prejudice, for one thing, has kept the game back; then, too, the American coach is not acquainted with Rugby sufficiently to impart the knowledge in question, and this can be said without in the last speaking disparagingly of the abilities of our coaches from a general athletic standpoint, but, of course, from the fact that the game was entirely new to them and it would be foolish to expect a coach to impart knowledge of a sport, of whose finer ethics he had not had the opportunity of becoming acquainted.

REAL MISSIONARIES.

Thus, then, our visitors from the Antipodes must be looked upon in the light of football missionaries, whose object is to inculcate a broader knowledge o the Rugby game and hence more fully justify its permanency in California, and that this object will be attained I have no doubt whatsoever.

ATTITUDE OF OUR PLAYERS.

The Australians' sojourn with us and its beneficial effects will depend largely upon the spirit and attitude of our players. Personally, I think, the most important thing is to study and copy the methods of our visitors in order to cultivate a greater appreciation of Rugby and not to go on the field with the desire merely to chronicle a victory by sheer physical force and a style of play that can never conduce to perpetuating the game in the hearts of the football public—physical force will sometimes prevail over science, but given the physique, a clever team will always triumph over mere brute strength alone, and moreover, it is far more entrancing to watch clever exponents and the latter will also enjoy public favor in a far larger degree than the mere kick and rush team can ever hope to do.

Of course, it is not my desire to convey the impression that sound, robust play is to be decried, but, on the contrary, is highly commendable if thoroughly sportsmanlike methods are adopted, backed by the highest degree of science and skill the players are capable of. Such a team is usually the acme of perfection and merits the highest praise; but do not let your efforts degenerate into a mere rough and tumble scramble with a corresponding laxity in regard to the rules of the game and the ethics of true sportsmanship. Our visitors will doubtless play a correct game and it is for us to make the most of the example they will assuredly give.

VISITORS' STRENGTH.

Australia and New Zealand have during the last few years undergone a change, from a football standpoint, similar to the one that occurred in England in 1895, when the clubs of Lancashire and Yorkshire seceded from the parent body—the English Rugby Union—and formed the Northern Union, a professional body that has made several changes in the game, but still retains the general Rugby style of play. Australasia followed suit and instituted the Australian League a few years ago. Many of the Wallabies and other crack players seceded from the Rugby Union, such well-known men as C. Russell, McKivat, Vic and William Broomham, Berery, Noble, Craig and Francis being amongst the number.

In spite of these defections, however, the resources of the union are strong and a good team may confidently be expected to appear here. A team of stars should have the chance to play together a few times before meeting opponents in actual games in order to blend the styles of the different men and become acquainted with one another. If, as is reported, the Australians are to arrive in San Francisco October 3 and play their first game two days later, they will have little opportunity for a thorough understanding and will doubtless be at a disadvantage for the first few games, from lack of combination. They should have at least a week ashore before engaging in actual play.

NEW EPOCH IN RUGBY.

In conclusion it is to be hoped that the greatest good may be attained rom the Australians' visit and regardless of the outcome from the standpoint of victory or defeat, if the Rugby game is placed upon a higher basis of skill and efficiency in tactics and ensconsed more securely in the affections of the public, the visitors will have justified their long voyage and paved the way to a higher and better appreciation of one of the finest sports in the world, when played as it should be played. Let the Australians' visit be the starting point for a new and grander epoch of scientific football.

EDDIE COLLINS IS HARD FOR PITCHERS.

Ray Collins of Boston says that Eddie Collins of the Athletics is one of the hardest players in the country to pitch to. "I have pitched to them all, but the most exasperating man to twirl against is Eddie Collins of the Athletics," says Ray. "He stands up at the plate so there is no chance to work the corners. He is small and hard to work to; then he will wait like a hawk. Cobb when he makes up his mind will hit at anything. Not so with Collins. He may have two strikes, but he will take three balls and then watch the seventh pitch, and if it is not over the plate he will walk on you. He has no weaknesses at the plate. I have experimented with him a lot. He hits them to left, right and to center. I have seen him take one that I cut close to his hands and rip it to left field, and then he has hit them on the outside of the plate to left; so it is impossible to make him strike the ball in any certain direction. Yes, and when he gets on he will steal on you. He's bad medicine for any pitcher."

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MAJOR LEAGUE BATTING AVERAGES

AMERICAN LEAGUE.

Players—Clubs—	G.	AB.	R.	H.	Av.
Cobb, Detroit	102	[illegible]	88	171	.416
Speaker, Boston	111	436	102	173	.397
Jackson, Cleveland	111	428	84	164	.387
McInnes, Athletics	109	402	56	140	.348
F. Baker, Athletics	109	422	90	147	.348
E. Collins, Athletics	109	389	101	134	.344
Cree, New York	50	191	25	63	.330
Lajoie, Cleveland	73	280	39	89	.318
Murphy, Athletics	38	129	27	41	.318
L. Gardner, Boston	110	404	69	128	.317
Gandil, Washington	75	290	41	91	.314
Laporte, Washington	87	284	32	89	.313
Griggs, Cleveland	75	252	28	79	.313
Cady, Boston	25	74	12	23	.310
Crawford, Detroit	112	434	84	134	.309
Jones, Detroit	68	214	34	66	.308
Moeller, Washington	97	373	71	114	.306
Stahl, Boston	75	266	30	81	.305
Turner, Cleveland	76	279	29	85	.305
Pratt, St. Louis	108	399	52	121	.303
Easterly, Chicago	70	195	17	59	.303
Milan, Washington	112	442	77	133	.301
Ford, New York	31	90	13	27	.300
Wolverton, New York	31	47	6	14	.298
Bodie, Chicago	109	390	50	113	.290
Strunk, Athletics	101	343	49	99	.289
C. Walker, Washington	38	105	22	30	.287
Blanding, Cleveland	29	70	10	20	.286
Stovall, St. Louis	90	319	30	91	.285
Wagner, Boston	105	395	56	112	.284
Daniels, New York	89	320	53	91	.284
Oldring, Athletics	81	320	50	90	.281
W. Johnson, Washington	42	103	14	29	.281
Shotten, St. Louis	109	407	69	114	.280
J. Barry, Athletics	94	326	50	91	.279
Walsh, Chicago	49	104	9	29	.279
D. Lewis, Boston	111	421	63	117	.278
Wood, Boston	31	94	9	26	.277
Lapp, Athletics	65	201	20	55	.274
Sweeney, New York	76	241	24	66	.274
J. Collins, Chicago	106	414	48	113	.273
Simmons, New York	69	249	29	68	.273
Rath, Chicago	110	408	74	111	.272
Foster, Washington	112	456	72	124	.272
Callahan, Chicago	97	368	41	100	.272
H. Lord, Chicago	110	415	60	112	.270
A. Williams, Washington	35	97	6	26	.268
Zinn, New York	100	379	50	101	.267
Ryan, Cleveland	83	290	47	77	.266
Plank, Athletics	27	64	8	17	.266
Olson, Cleveland	101	408	62	108	.265
Maggert, Athletics	40	125	22	33	.264
Mullin, Detroit	22	72	9	19	.264
Dubuc, Detroit	35	92	16	24	.261
Stanage, Detroit	90	327	30	85	.260
Vitt, Detroit	62	233	36	60	.257
Yerkes, Boston	98	392	50	100	.255
McConnell, New York	31	63	7	16	.254
Birmingham, Cleveland	83	291	28	73	.251
Compton, St. Louis	67	171	14	43	.251
Stephens, St. Louis	66	184	10	46	.250
Derrick, Athletics	20	64	7	16	.250
Hooper, Boston	105	429	70	107	.249
Hartzell, New York	82	305	31	75	.246
Chase, New York	86	342	31	84	.246
Graney, Cleveland	53	187	26	46	.246
Engle, Boston	25	65	14	16	.246
R. Morgan, Washington	68	237	22	58	.245
Carrigan, Boston	64	200	19	49	.245
Sterret, New York	42	160	19	39	.244
Moriarty, Detroit	87	313	22	76	.243
Henriksen, Boston	29	37	15	9	.243
Weaver, Chicago	99	360	41	87	.242
Hall, Boston	27	62	9	15	.242
Zeider, Chicago	82	250	39	60	.241
Gainer, Detroit	53	179	23	43	.241
Mattick, Chicago	49	129	21	31	.240
Austin, St. Louis	106	389	43	93	.239
B. Lord, Athletics	91	360	63	86	.239
Schaefer, Washington	58	163	20	39	.239
Paddock, New York	18	63	7	15	.238
Louden, Detroit	93	308	44	72	.234
Bush, Detroit	106	387	83	89	.230
Coombs, Athletics	45	87	9	20	.230
Stump, New York	36	118	7	27	.229
Nunemaker, Boston	32	96	15	22	.229
Hallinan, St. Louis	27	83	11	19	.228
Ball, Boston	51	150	16	34	.227
Shanks, Washington	82	280	28	63	.225
Thomas, Athletics	40	120	14	27	.225
Ainsmith, Washington	51	160	21	36	.225
McBride, Washington	110	377	41	84	.223
Peckinpaugh, Cleveland	59	206	17	46	.223
Bedient, Boston	31	46	9	10	.217
C. Brown, St. Louis	18	23	1	5	.217

NATIONAL LEAGUE.

Players—Clubs.	G.	AB.	R.	H.	Av.
Burns, New York	14	13	4	6	.462
Zimmerman, Chicago	100	395	63	148	.375
Sweeney, Boston	104	416	58	152	.365
McCormick, New York	13	20	2	7	.350
L. Doyle, New York	96	371	79	128	.345
Myers, New York	100	314	53	108	.344
Donlin, Pittsburgh	49	154	14	53	.340
Huggins, St. Louis	81	325	61	110	.338
Lobert, Philadelphia	58	225	30	76	.338
Konetchy, St. Louis	103	398	49	130	.337
Marsans, Cincinnati	88	327	49	109	.333
Daubert, Brooklyn	101	390	62	129	.331
Mensor, Pittsburgh	21	68	15	22	.324
Byrne, Pittsburgh	88	354	75	114	.322
Crandall, New York	31	50	8	16	.322
Simon, Pittsburgh	31	56	6	18	.321
Kelly, Pittsburgh	42	128	18	41	.320
Wheat, Brooklyn	78	287	45	91	.317
Magee, Philadelphia	88	304	56	96	.316
Wiltse, New York	30	38	4	12	.316
Wagner, Pittsburgh	98	371	62	116	.313
Merkle, New York	85	319	60	99	.310
Paskert, Philadelphia	99	366	75	113	.309
Kling, Boston	65	198	22	61	.308
Titus, Boston	96	326	69	100	.307
Evers, Chicago	103	349	65	106	.304
W. Miller, Chicago	51	122	19	37	.303
Gowdy, Boston	30	63	10	19	.302
Kirke, Boston	63	213	21	64	.300
Cravath, Philadelphia	92	313	51	93	.298
Oakes, St. Louis	106	392	53	116	.296
T. Clarke, Cincinnati	40	98	14	29	.296
Downey, Chicago	57	177	28	52	.294
O. Wilson, Pittsburgh	105	401	52	117	.292
Wingo, St. Louis	67	202	29	59	.292
Hummell, Brooklyn	95	313	50	91	.291
Grant, Cincinnati	48	138	17	40	.291
M. Brown, Chicago	16	31	3	9	.290
Yingling, Brooklyn	21	50	7	14	.290
Phelps, Brooklyn	45	97	7	28	.289
Saier, Chicago	78	279	42	80	.287
Hoblitzel, Cincinnati	102	390	49	112	.287
Carey, Pittsburgh	105	411	79	118	.287
Donnelly, Boston	27	42	4	12	.286
Hartley, New York	15	14	1	4	.286
Cutshaw, Brooklyn	87	182	27	52	.286
Evans, St. Louis	90	323	42	92	.285
J. Smith, Brooklyn	105	410	64	117	.285
Northen, Brooklyn	88	315	46	89	.283
Schulte, Chicago	106	421	72	119	.283
Hauser, St. Louis	88	326	55	92	.282
Bates, Cincinnati	66	206	35	58	.281
Seaton, Philadelphia	30	57	6	16	.281
Hyatt, Pittsburgh	30	64	10	18	.281
Murray, New York	96	380	60	106	.279
Bresnahan, St. Louis	23	68	4	19	.279
Cheney, Chicago	37	72	9	20	.278
Knabe, Philadelphia	97	354	44	98	.278
McCarthy, Pittsburgh	101	373	49	103	.276
Doolan, Philadelphia	101	370	31	102	.276
Mowrey, St. Louis	89	324	49	89	.275
Jackson, Boston	79	283	40	77	.273
Moran, Brooklyn	98	394	66	107	.272
Becker, New York	80	311	52	84	.270
L. Magee, St. Louis	86	301	39	81	.269
Leach, Chicago	80	309	56	83	.269
C. McDonald, Cincinnati	54	134	16	36	.268
Archer, Chicago	80	283	28	76	.268
E. McDonald, Boston	97	374	58	100	.267
Beecher, Cincinnati	90	379	54	101	.267
Tinker, Chicago	100	390	50	104	.267
Devore, New York	71	229	52	61	.266
J. Miller, Pittsburgh	105	402	50	107	.266
Devlin, Boston	82	279	35	74	.265
Mitchell, Cincinnati	100	365	42	97	.264
Fletcher, New York	82	303	49	79	.261
Campbell, Boston	99	426	68	111	.261
Shafer, New York	56	130	29	34	.261
Hofman, Pittsburgh	40	134	20	35	.261
O. Miller, Brooklyn	63	208	19	54	.260
Herzog, New York	96	327	55	85	.260
Houser, Boston	73	215	24	56	.260
Brennan, Philadelphia	35	58	8	15	.259
Hendrix, Pittsburgh	32	93	17	24	.258
Camnitz, Pittsburgh	29	66	5	17	.258
Ellis, St. Louis	84	268	39	69	.257
Snodgrass, New York	100	364	72	93	.256
Sheckard, Chicago	102	378	57	96	.254
Downs, Chicago	31	87	8	22	.253
Harmon, St. Louis	35	75	6	19	.253
Luderus, Philadelphia	104	411	57	104	.253
Schultz, Philadelphia	19	20	1	5	.250
Severoid, Cincinnati	27	48	3	12	.250
Mathewson, New York	30	76	9	19	.250
Geyer, St. Louis	36	36	5	9	.250
Rariden, Boston	52	152	16	38	.248
Phelan, Cincinnati	97	348	41	86	.247
McLean, Cincinnati	67	290	14	71	.245
Bliss, St. Louis	46	110	11	27	.245
W. Smith, St. Louis	62	154	11	38	.244
Egan, Cincinnati	104	363	61	88	.243

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SUNDAY MORNING.

A Hum-Dinger

WHEN CORBETT ... TO PUT O...

Van Court Gives Inside Dope ... Bout in Which Tom Not Only ... Nearly Rushed Jim Out of the ... cisco.

BY DE WITT VAN ...

BIG PROGRAMME A... FOR GOLF TOUR...

BY ALMA WHITAKER.

A Hum-Dinger.

[illegible]EN CORBETT FAILED TO PUT OUT SHARKEY.

[illegible] Court Gives Inside Dope on Famous Four-Round [illegible] in Which Tom Not Only Lasted the Limit, but [illegible] Rushed Jim Out of the Ring in Old San Fran[illegible].

BY DE WITT VAN COURT.

[illegible] four-round match between [illegible] Corbett and Tom Sharkey, in [illegible] Jim was to knock out Tom [illegible] of four rounds, proved to be [illegible] the most sensational one that [illegible] place in San Francisco. At [illegible] it was made, Corbett was the [illegible] and Sharkey was compara[illegible] new comer. Sharkey had [illegible] all his fighting up to that time [illegible] Navy, Honolulu and in San [illegible].

[illegible] had never seen him but [illegible] before, when he was on a visit [illegible] Coast, and that was when [illegible] fought Jim Williams of Salt [illegible] rounds at Mechanics Pa[illegible]. The preliminary to that fight [illegible] between Billy Gallagher and [illegible] Needham. That was also Jim [illegible] first trip to San Francisco [illegible] the first time Jim Corbett [illegible] had ever seen Jeff. He [illegible] at that time by Gallagher [illegible].

[illegible] looked as big as a house [illegible] stepped into the ring with [illegible] as one of his seconds. Cor[illegible] more interested in Jeff's [illegible] in the Sharkey-Williams [illegible] and Harry Corbett, my [illegible] Billy Delaney and myself [illegible] to be the guests of Jim Cor[illegible] that occasion and naturally [illegible] nothing in the air but fight [illegible].

[illegible] won the decision, but Cor[illegible] little attention to his work. [illegible] at the fight as he would a [illegible] affair.

[illegible] Corbett returned to the Coast [illegible] match was proposed to Cor[illegible] Tom out in four rounds. [illegible] in very poor condition [illegible] in San Francisco and [illegible] at the Olympic Club. [illegible] Theodore Van Buskirk and [illegible] for sparring partners. [illegible] nearly 200 pounds, and [illegible] strong fellow, and had a [illegible].

[illegible] was training at the Acme [illegible] in Oakland, where I was [illegible] at that time, and saw Tom [illegible] day. He had Danny Need[illegible] McGrath and Spider Kelly [illegible] him, and they put him [illegible] of condition.

[illegible] GRINS.

[illegible] Corbett one afternoon and [illegible] Van Buskirk in a punch [illegible] with big gloves. I [illegible] that time to get himself [illegible], as Sharkey was a [illegible] to stop in four rounds. [illegible] Corbett dropped Van he [illegible] confidence than ever, and [illegible] the match with Sharkey [illegible] of a joke, as did [illegible].

[illegible] lot of fun with Sharkey [illegible] Club during his training [illegible] a child with Needham [illegible], and would do anything [illegible] without a whimper, and [illegible] the work.

[illegible] we received notice that a [illegible] paper would send over [illegible] correspondent to interview [illegible]. When we told Tom about it [illegible] lady. He was not much on [illegible] with women, and did not [illegible] at all. We all expected [illegible] see Tom after he got [illegible] work, but she arrived [illegible] Tom was stripped and at [illegible] appeared in the ring. [illegible] we told her she had better [illegible] Tom got dressed, she in[illegible] was just what she wanted [illegible] doing his training [illegible] was nothing to do but [illegible] to see Tom. When she [illegible] the gymnasium Tom was [illegible] the pulley weights [illegible] turned to us. He did not [illegible] Tim McGrath said to Tom: [illegible], Tom."

[illegible] turned, and when he [illegible] standing there he [illegible] school girl, and was [illegible] to the dressing-room [illegible] up to him and said: [illegible] to interview you." He [illegible] to know what I [illegible] "She wants to talk [illegible]."

[illegible] will I say?" asked [illegible] his head.

[illegible] him questions and [illegible] get what answers [illegible] from him. She immedi[illegible] on Tom with a lot [illegible] fighting, and all [illegible] answer was "Yis, [illegible]." "I think so, [illegible] that is right, m'am." [illegible] have been fighting [illegible] of those ten-inch guns [illegible] questions.

[illegible] for his measurements, [illegible] Tom did not have to [illegible] all right. When we put [illegible] his chest he swelled [illegible] and took particular [illegible] the full-rigged ship he [illegible] on his breast. Tom was [illegible]; but with the [illegible].

[illegible] FIT.

[illegible] entered the ring in prime [illegible] and Corbett looked at least [illegible] pounds lighter than when on the Coast before. Tom weighed 185 and was as hard as nails. Jim was much lighter, but never would tell his weight.

Corbett appeared confident, and Sharkey nervous. But Tom had Kelly, that prince of seconds; Tim McGrath and Danny Needham in his corner, and it is pretty safe to say that if he did not have this bunch behind him he never would have made the showing he did. Kelly knew Corbett like an open book and took every advantage.

As many expected Sharkey to try and stay the four rounds out without doing any more fighting than he had to do, he surprised everybody in the pavilion by rushing Jim off his feet from the start. But Corbett was evidently looking for just such a move and met Tom with a crack on his eye that nearly closed it the first punch he hit him. The first and second rounds were more like a punching-bag exhibition, the way Jim peppered Tom's face and body. I never saw any man hit so many times in so short a space of time as Corbett hit him. But the harder and faster he hit Tom, the faster and harder Tom came back. It did not seem possible that Sharkey could stand the pace and punishment, but it was the pace that told on Jim.

There was some busy work by Spider Kelly when Tom went to his corner at the end of the second round, and it was quite plain that Tom was none too willing to try as hard again, but he had unlimited confidence in Kelly and when the bell rang for the third round Sharkey tore across the ring at a ten-second gait right after Jim, and it looked for an instant as if Jim was to get his good and plenty. But as Tom let go a hard right at Corbett's head, Jim nimbly sidestepped out of the corner and Sharkey nearly went through the ropes face first. He came up with a bump against the ring post, and as he turned around he was met with a shower of blows all over his body and face.

A MAD SCENE.

Every man in the house was on his feet, "hollering his head off," some for Jim and most for Tom. There never was such an uproar around any ring. Sharkey discovered he could not hit Jim, so started to rough it at every chance, and at one time carried Corbett across the ring and nearly shoved him through the ropes. Corbett was tiring very fast, but never lost his head. When Tom started roughing it Jim would simply let him go without resisting, to save his strength, and this made it look to those excitable fans that Jim would surely get knocked out himself. At that he was pretty well all in.

In the last round, which was the most exciting of the four, Sharkey continued his rough work and did a lot of holding, himself. Corbett, instead of trying to fight himself free, simply held Tom's arms and let him rough it all he wanted to, but was saving himself from any dangerous openings. By this time the crowd was wilder than ever, and both men were in a clinch at the bell, but Sharkey did not hear it ring and was trying to hold with one hand and hit Jim with the other. He could do no damage, as Corbett was the cleverest clincher ever in the game. When he took hold of anyone it was simply impossible to hit him. Jim was the coolest man in the house at this time and looked over Tom's shoulders and yelled to the Captain of Police that the bell had rung and asked him to take Sharkey away.

Tom was as wild as a hawk by this time and could not hear anyone. He scented victory and it was all off. The Captain of Police entered the ring and stopped any further trouble. Sharkey won, as he stayed the four rounds without being knocked out. Most of the papers came out the next day and said that Corbett called in the police to save himself, but he did not.

TOM GETS SILVER ONLY.

They had a big house and the promoter counted the money and gave all the silver to Tom. It took all night to settle affairs, so Tim McGrath and Danny Needham went out to the pavilion the next morning with Tom to get his money. They found that they had given all the bills and gold to the promoter and Tom had nothing but the silver. Tim McGrath, who is one of the greatest wags in the country, had taken along a couple of canvas sacks and a broomstick. He put the money in the sacks and put one end of the stick on his shoulder and Danny put the other on his, and they started down Market street, with Sharkey walking proudly alongside of them.

On the way down, Tim said to Tom: "I have a fine German friend down at the German Savings Bank and we will take it down there and deposit it for you."

"Not on your life," said Tom; "it will go to the Hibernian Bank," and there it went.

Before they arrived at the bank Tim asked Tom what he would do if anybody held them up on the way.

"What would I do?" said Tom. "Why, I would defend it with me life."

Read This Carefully.

[illegible] PROGRAMME ARRANGED FOR GOLF TOURNAMENT.

BY ALMA WHITAKER.

[illegible] a view to assisting local [illegible] to arrange their visit [illegible] September Del Monte [illegible] to the best advantage, [illegible] complete schedule of [illegible] September 7 to Septem[illegible], is herewith pre[illegible].

[illegible] September 7—9 a.m.: [illegible] rounds over thirty-[illegible] medal play. Thirty-two to [illegible] championship flight. First [illegible] 2 p.m.: Second eighteen.

[illegible] September 8—9 a.m.: Spe[illegible] handicap match play [illegible] for both men and [illegible] 2 p.m.: Ball sweepstakes.

[illegible] September 9—9:30 a.m.: [illegible] play round over eighteen [illegible] men's competitions. 2 p.m.: [illegible] for qualified sixteen and [illegible].

[illegible] September 10—9 a.m.: [illegible] play round over [illegible] in men's competitions. [illegible] qualifying round over eigh[illegible] medal play for women. [illegible] to qualify for champion[illegible].

Wednesday, September 11—9:30 a.m.: Semi-final match play rounds over eighteen holes, in men's competitions; 10:30 a.m.: First match play round in women's competitions. 2 p.m.: Team match, Northern vs. Southern California.

Thursday, September 12—9:30 a.m.: Final rounds over thirty-six holes in men's competitions. First eighteen holes. 10:30 a.m.: Semi-final match play round in women's competitions. 2 p.m.: Final round in men's competitions. Second eighteen holes. 2:15 p.m.: Men's consolation handicap over thirty-six holes. First eighteen.

Friday, September 13—Finals in men's championship, thirty-six holes. 9 a.m.: Men's consolation handicap. Second eighteen holes. 10 a.m.: Final match play rounds in women's competitions. 10:15 a.m.: Women's consolation handicap over eighteen holes. 2 p.m.: Mixed foursomes.

Saturday, September 14—Finals in women's championship, eighteen holes. 9 a.m.: Driving, putting and approaching contests for men. 10 a.m.: Driving, putting and approaching contests for women. 2 p.m.: Special event. Tombstone tournament for both men and women over eighteen holes.

This event will be over eighteen holes, medal play, for both men and women. Players will be handicapped and, with their handicap added to bogey, will play until all strokes allowed are used up; placing tombstone where ball lies at the last stroke. Prize goes to player placing tombstone farthest along the course in allotted number of strokes. There will be prizes for both men and women.

THE COAST CHAMPIONSHIP.

The second week is to be devoted to the Pacific Coast championship tournament and the women's North vs. South team matches. The card:

Monday, September 16—Qualifying round, medal play, thirty-six holes. Eighteen holes morning, eighteen holes afternoon. Best thirty-two to qualify for championship.

Tuesday, September 17—First round match play, eighteen holes. (Sixteen matches.) Women's team match, North vs. South.

Wednesday, September 18—Second round match play, eighteen holes (Eight matches.) Women's team match, North vs. South.

Thursday, September 19—Third round match play, eighteen holes (four matches.) Women's team match, North vs. South.

Friday, September 20—Semi-finals. Match play, thirty-six holes (two matches.)

Saturday, September 21—Finals. Match play thirty-six holes.

The winner will be the Pacific Coast champion for the year 1912-13, and receives the gold medal of the Pacific Coast Golf Association. His name will also be inscribed on the championship cup, which will be held by his club for the ensuing year. The runner-up gets a silver medal. The best score in the qualifying round receives a cup.

The committee is as follows: Sumner P. Hunt and Edward B. Tufts, Los Angeles Country Club; Raymond Hornby, Redlands Country Club; Vincent Whitney, San Francisco Golf and Country Club; Percy Selby, Burlingame Country Club; H. Spens-Black, Claremont Country Club.

LUCKY FISHERMAN.

[Special Correspondence of the Times.]

AVALON, Aug. 24.—Two swordfishes weighing 182 pounds and 164 pounds, respectively, were brought to gaff today, near Seal Rocks, by A. S. Vansant of Chicago, after long and tedious battles. This is the first time this season that any angler has been successful in landing two swordfishes in one day. Yesterday Angler Vansant brought to gaff a jewfish weighing 300 pounds. The largest swordfish caught leaped thirty-six times out of the water to escape.

The Bellevue Highlands Company of Gadsden, Ala., has taken over 253 acres of land on the top of Lookout Mountain for the purpose of establishing an amusement park and automobile club.

We Beg to Announce

We have secured the agency for the most up-to-date and down-to-the-minute electric automobile ever exhibited before the American people.

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NOT A displeasing line. The best artists have exhausted their imagination in designing this car.

NOT A freakish idea. Batteries are accessible without climbing into your car and soiling upholstery.

We Invite the Most Scrutinizing Inspection

by those discriminating people who want the best.

Compare Them With Other Electrics

See for yourself the most advanced in construction.
Most eye pleasing in design.
Most exclusive in interior appointment.
Most efficient in efficiency.
Most comfortable in riding qualities.
Most reasonable in cost. The one electric that has promoted the standard of high quality and retarded the rend toward high purchase price.

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T. E. FELT, Gen'l. Manager. WALTER B. KERRICK, Sales Mgr.

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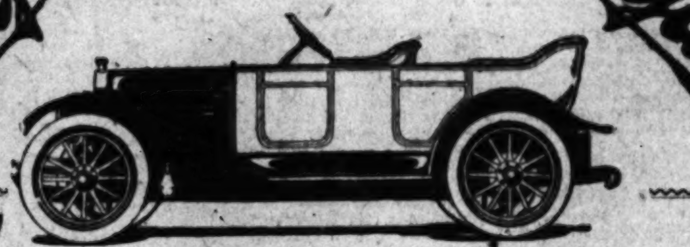

Regal 25 $1150 Underslung Fully Equipped F. O. B. Los Angeles

The car that's "Regally" different. "In a class all its own." Class, quality, safety, reliability. See this car before parting with your money. Demonstration for the asking.

New models with added improvements will be on sales floor August 30th.
Many new features and refinements—Come in and inspect them.
Sub-Agents wanted in all territory South of Bakersfield.

LIVE AGENTS GET BUSY
Best money-making proposition on the Coast for the coming season.

C. S. Anthony

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BUICK—Howard Auto Co., Tenth and Olive. Home 60009, Main 9040.

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DETROIT ELECTRICS—California Electric Garage Co., 12th and Olive Sts., Los Angeles. 100 East Union St., Pasadena.

FRANKLIN & R. & L. ELECTRICS—R. C. Hamlin, Twelfth and Olive Streets. Main 404, Home 60249.

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JACKSON—Chas H. Thompson, 1012-14 So. Main Street. F6390, Broadway 1947.

MATHESON-MAIS VELIE—Renton Motor Car Co., 1230 South Main Street. Main 1068, Home 10799.

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STEARNS-KNIGHT and OHIO ELECTRIC—Smith Brothers, 742 South Olive Street. Broadway 3834, Home F4206.

STODDARD-DAYTON — Standard Motor Car Co., 1001 So. Olive Street. Broadway 2963, Home 10457.

STUTZ—Brown-Symonds Company, 1142-44 South Olive St. A2291, Broadway 1344.

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SEE OUR SPECIALS THIS WEEK.

Dirigo 35c After Dinner Pipe, with 10c package of Shredded Plug and 5c package of Cleaners, all for 35c. White and colored Vienna Meerschaums for 30c.

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TORN MUSCLE STOPS POLE VAULTER BELLAH.

A torn muscle in his left leg, sustained in practise four days after landing in Stockholm, prevented Sam Bellah, Multnomah Club pole vaulter, from figuring as a point winner in the Olympic games.

"Not only was I lucky to finish seventh in the finals, but I feel that luck was with me or I would not have qualified in the vault," said Bellah upon his return from the great international athletic carnival.

"I knew a week before the time set for the vault that I could not possibly win a point, and was satisfied that I would not qualify. However, I managed to do 12 feet in the

was worse than ever the following day.

"There is nothing to this talk that Horine's mediocre showing was due to the Swedes' ruling against his style of jumping. We were afraid the committee would interfere, but no effort was made to force him to jump otherwise than in his usual manner. I was with him the day he jumped and he did his best."

Clarence Edmundson left New York two days before Bellah and Trainer Bill Hayward, going direct to his home in Idaho.

Hawkins and McClure, the two other Multnomah men, went to Marseilles, France, from Stockholm, to participate in a meet there. Courtney is in Paris.

Toledo Releases Flick.

Outfielder Elmer Flick has been given his unconditional release by the Toledo Club. Flick has played in organized baseball for more than seventeen seasons. Toledo has purchased pitchers Frost and Williams from the Flint, Mich. Club.

Minto (N. D.) now has an automobile club. It is planned to organize a campaign for good roads.

Eddie Maier's Team,
Entered in the ocean swimming race today. Left to right: George McManus, Eddie Maier, Jim Proctor.

In the Tide.

INITIAL ROUGH WATER RACE STARTS TODAY.

PROMPTLY at 2:30 this afternoon, Les Henry will pull the trigger and start the first woman's rough water race ever held on the Pacific Coast. With the report of the pistol, eight pretty mermaids will dive into the water and splash their way 150-yards from Frasier's Pier at Ocean Park and return, the first finishing to be proclaimed the woman's rough-water champion of the coast and to receive a beautiful silver cup emblematic of the title.

With that race out of the way, at 2:30 o'clock the second race will start. At this time forty stalwart swimmers of the male sex are to start on their way and eighteen or nineteen minutes later the first of them will stretch out a rather tired arm and grasp the float at the foot of the pier and be proclaimed champion of the Pacific Coast.

Both races give promise of being exciting and well-worth watching. In the ladies race there will be nothing but favorites starting. Each little Miss has a staunch following which swears there will be nothing to the race but one particular girl. The fact that the race is longer than any that has been held heretofore, adds to the uncertainty in picking the winner.

Redondo is backing Miss Dolly Mings and Miss Dolly Connally to the last cent to grab the honors, Miss Mings having won the last three races in which she competed. Ocean Park rooters are basing their hopes on Miss Inez Fanjoy and Miss Gertrude Johnson. Miss Johnson is the Coast champion at high diving and is also some swimmer.

Mrs. Dorothy Gray of Venice will be remembered as one of the Newkirk sisters who first started the swimming for the fair sex in this part of the State. Miss Leona Richmond has won several third places in the short races and may show to greater advantage over the longer route. The entry list of the women's race is certainly full of class and the race should be full of interest.

The men's race is certainly to be the last word in the way of excitement. Nobody seems to know who will be the winner. The fact that Langer fell off in his swimming last year has caused a great many to lose faith in him; but reports from Redondo are to the effect, that after the race, there will not be any doubt as to his ability to come back.

Two other local favorites are Ben Watlington and Pete Towne of the L.A.A.C. Both of these lads have been showing up exceptionally well in practice, and there are many who are picking them to finish in front of the bunch. Watlington is an old-timer, while Towne is competing for the first time in an open race, but those who have been watching him, predict that he will finish among the first three.

The two northerners, Walter Pomeroy and George Bond, are the most experienced men in open-water swimming on the Coast. They are regular Siamese twins, having been the first two to cross the Golden Gate and having finished first and second in many races. Both of them are in fine shape for the race and their Olympic clubmates are figuring them to finish one-two this time, as usual.

There is a big bunch of "dark horses" entered and no one will know till after the race is over whether any one of them has sufficient class to win. It is in a race like this, with a large entry list, that the uncertain ones have their innings and there are plenty of chances for an ebony-hued steed to slip something over on the bunch this afternoon.

The officials chosen for the race by the Los Angeles Swimming Association are as follows: Referee, Eddie Maier; starter, Les Henry; timers, George Adair and R. L. Walten; marshals, Bob Weaver and Arden Day.

Entrants for the ladies' race are as follows: Miss Gertrude Johnson, Ocean Park; Miss Inez Fanjoy, Ocean Park; Miss Leona Richmond, Los Angeles; Miss Bobbie Dean, Los Angeles; Miss Dolly Mings, Redondo; Miss Dolly Connally, Redondo; Miss Louise McCashion, Los Angeles; Mrs. Dorothy Gray, Venice.

Entrants for the Pacific Coast rough-water championship are: Ray Henderson, Redondo; Clyde Torres, unattached; G. E. Whittemore, unattached; Bob Howard, L.A.H.S.; J. W. Nichols, unattached; Wilson Dedrich, unattached; J. M. Proctor, Venice; Vernon Ostendorf, Ocean Park; Arthur Bacon, unattached; O. W. McBain, Bimini; Walter Pomeroy, Olympic Club; George Bond, Olympic Club; Frank Abbott, Venice; J. W. Watlington, L.A.A.C.; W. H. Barker, L.A.A.C.; Harry Lenz, Long Beach High School; Knut Knudsen, Ocean Park; Vic Hostetter, Ocean Park; Jimmy Hayes, L.A.A.C.; George Watkins, Ocean Park; Arthur Wayne, L.A.A.C.; Ben Watlington, L.A.A.C.; Douglas Brown, unattached; Pete Towne, L.A.A.C.; George McManus, Venice; Cliff Bowes, Redondo; Ludy Langer, Redondo; Willie Kudenoff, Los Angeles; Paul Lowry, Ocean Park.

Yo Ho, Lads.

YACHTSMEN HAD PLEASANT TRIP.

South Coast Boats Returning Home With Prizes.

Wasp and Gretchen Captured High Honor Cups.

Catalina and Santa Cruz Isles on the Itinerary.

BY PAUL JEFFERS.

The Santa Barbara regatta is over and the boats are coming south again one at a time, but only so soon as the press of business requires that their crews be back. Siwash and Clipper returned early in the week, as the opening of school in the north made it necessary for some of the fellows to leave this week. From Santa Barbara both of these boats went to Ruby Rock at Santa Cruz Island, but as there was considerable sea running there they dropped down to Valdez. Here the crews amused themselves and scared the loons and other birds by burning red fire at the end of the Painted Cave. It was probably the first time that the end of that dark cave had been so brilliantly lighted, and the sea-bird occupants flew wildly about, often bringing up suddenly against a wall of rock that they had forgotten about in their flight.

From Valdez the Clipper went to Lady's harbor, where the crew found the Royal. To pass the time the crew of the Royal kindly offered to show the Clipper boys a new game that was more exciting than poker. An enjoyable evening was spent in this, but it is rumored that the Royalists are not telling how the game came out, as it seems that the boys from the Clipper took readily to the game.

The next day the boats sailed to Prisoners' harbor and the crews went in to the ranch. Here they replenished their stock of bread and fresh fruit and amused themselves by trying to capture the wine that was flowing from a small hole in a well-filled skin. In this way about as much wine was externally applied as reached the proper destination.

From Prisoner's the Clipper sailed for Avalon, but the Royal continued its cruise around the island.

The Arrow, with Mr. and Mrs. Mellen and guests, spent several days of the regatta week at Santa Cruz Island. For some of them it was the first visit, but all agreed, as does everyone who goes there, that for cruising and camping it cannot be beaten on this coast.

Mischief I and Edna are both cruising around the island, but had not been seen by the boats that have returned.

The last days of the regatta week were made pleasant by a smoker, banquet and dance. Friday afternoon, after the yawl class race, the visiting yachtsmen were the guests of Mr. Doulton at Miramar at a smoker. Music was furnished by La Monaca's band. The trip down was made by launch and the return by automobile. In the evening the junior members and their crews were the guests at dinner at the Potter of Vice-Commodore Hubbell, Rear Commodore Mellen and Dr. Soiland. This was in recognition of the fact that the success of the regatta and the good showing of the South Coast Yacht Club was in a large measure due to presence and enthusiasm of the junior members.

After the dinner, dancing was enjoyed, and the cups were presented during the intermission. The Gretchen of the San Diego Yacht Club and the Wasp of the South Coast Yacht Club each received two cups, the Gretchen having won the Arbitrary handicap and the class N and P race, and the Wasp having won the race up for the Commodore's cup and the race for the Santa Barbara club cup. Clipper and Alert each received one cup, both having won in their class. Mischief and Siwash each received a second-place medal and Clipper and Mischief each won a third-place trophy.

Everybody is satisfied with the trip as a whole, because of the generous way in which they were treated by the people of Santa Barbara and because of the pleasures at the island.

Gene Krapp will wear a Cleveland uniform no more this season. Gene has been sent to his home in Detroit to rest a sore arm which has troubled him during most of the campaign.

Chance is quoted as saying that the Giants never had anything but a pitching staff, and that now they haven't even that. He picks Washington to win because, to his way of thinking, they are playing more consistent ball that the Red Sox, and because they are likely to run through the rest of the season without letting up on the pace, while Boston is apt to crack

Anxious for Fray.

OXY ATHLETES IN FINE SHAPE.

Ready for Season Rich With Promise This Winter.

Many Men Ready for Football and Track Events.

Baseball Games Scheduled With Many Teams.

Occidental College is to be nothing if not a busy place between September 18 and next June. The plans now on foot for the athletic year are enough to drive several managers to an early grave with worry. Starting with the opening day, there will be something on the boards all the time, with no delays.

The football schedule is to begin early, the first game to be played only ten days after the opening of school, which means that there will have to be some fast work from the beginning. Coach Pipal will be on hand with the first of the month and will probably put some of the aspirants through their paces before the actual opening of the college year.

The basketball season will start at the same time as football, instead of being held up until the latter sport is over. This decision was reached when it was found that there will only be a few of the football men on the basketball squad and thus the two sports will not interfere with each other.

To Start Cross-Country Work.

Cross-country running will also begin with the opening of college. It is the intention of the powers that be to boost the cross-country stuff this year. There will be three runs for the possession of the "Gorton cup" this year, instead of only one, as last year. Then, about the middle of December, Manager Lawson is planning to hold an intercollegiate cross-country run.

The idea is to have all the southern colleges enter teams of five or seven men in the race. The first man in to count one point for his school, second place two, and so on, the school scoring the smallest number of points to be the winner of the championship. This race will be exactly on the same plan as the big intercollegiate cross-country runs in the East.

Tigers to Go on Road.

Manager Lawson is trying hard to arange track meets with both the northern universities and if possible he will arrange a big trip north for the baseball, track, tennis and swimming teams. This will be something entirely new for Occidental, as the college has never attempted anything of this magnitude before.

The baseball schedule will include Stanford, California, Arizona, U.S.C., Whittier, Pomona and Redlands among the colleges, and all the available High Schools in the south. The Tigers, according to the present prospects, have a big chance to show some real class with all of their athletic teams the coming year and it is only fair that the teams should get some good trips and go up against the colleges, which will force them to show their best.

Will Introduce Aquatics.

Swimming is another sport which the Tigers will boost this year. Oxy has been trying to introduce the sport in the south for a couple of years and hopes to engage in a large number of dual meets, as well as entering all of the open meets, promoted by the Los Angeles and Southern California Swimming Associations.

The athletic field is being put in fine shape for the coming football season and the management is enlarging the bleachers in anticipation of the big crowds at the Denver, Redlands and Pomona games, which will be held on the Tiger field this fall. The big game with the Oregon Aggies will be held on the Washington Park grounds, as the game is sure to attract a record crowd on Thanksgiving Day.

From the plans that are being revealed the Tigers will surely have a big year in an athletic way. An unusually large number of the High School "phenoms" are registering at the institution and there certainly will be a strong nucleus of athletes upon which to build all of the teams.

It must have been balm to J. J. McDermott's golf pride to be able to get back in time to defend and retain his title of the open champion of the United States. His complete failure in the international open championship at Muirfield, Scotland, a month earlier, had been very mortifying, and over in France at the La Boullie meeting he only succeeded in keeping in till the second round, so that to be able to "come back" so completely in both senses must certainly have restored confidence.

Yet he is unquestionably a very consistent player, as a comparison of his records for the last three years testifies. It will be recalled that he won the championship last year after a triple tie with Alec Smith, and lost it the previous year under identical conditions.

This time he was the winner by two strokes against Tom McNamara, with Alec Smith and M. J. Brady, tieing for third place. All are native-born players so that golf may fairly be claimed to have become naturalised like all the other foreigners.

Theatrical Golf.

Actors are nearly always extremely partial to golf and our local stars are no exception. They don't exactly shine at it, perhaps, but they look awfully picturesque and graceful. There is Percy Bronson at the San Gabriel Country Club, for instance, who staggers creation with perfectly incredible drives occasionally and then modestly lies low for a week or two. Richard Bennett, the "Deep Purple" hero, is another "perfect dear"—I quote the girls—and whatever its quality, it is as much a joy to see him golfing as acting—in fact, of course, both are doubtless synonymous.

In Europe the actors connected with each theater are in the habit of forming golf teams and some wonderful and exciting theatrical golf contests are to be witnessed. The latest was that between the St. James Theater, London, of which Sir George Alexander (London's Lewis Stone,) was captain, and Daly's Theater of which Harry Dearth, the actor who recently played a round in shining armour, was captain. The former team won and its victory was, of course, celebrated by a big dinner and many exceedingly witty speeches.

The Niblick.

Edward Ray, the open champion of Great Britain, has been writing in praise of the niblick lately and ascribes his recent series of successes to its proper appreciation. In his hands the niblick becomes the most important of all the golf implements, and he uses it for all short approaches, in which department of the game he is a wizard.

Ray's own niblick is, however, rather different from the usual club of that name, inasmuch as it has a rather longer face and a rounded sole not unlike a mashie-niblick and yet distinct. He uses this club for any approach under 140 yards—with quite fiendish success. So will our future Del Monte heroes please take note and see if this secret is of any assistance to them. Remember that where formerly it was conceded that "the game goes to the man who can putt," it is now more usual to regard the man who can approach skilfully as the most dangerous.

The Four Ball Foursome.

The four ball foursome is doomed as not only tedious and tiresome, but as an unfair test of proficiency. I'll vouch for the fact that it is a most uninteresting game to watch when the players are fairly equal. Many a time have I been bored to ennui in the sacred cause of duty.

The Retort Feminine.

"Oh, dear, did I over-swing?"

"I don't know, dearest. I never watch you for fear of copying your style."

A Little Knowledge.

Writing in Ladies' Golf, a writer, extolling ambitious ignorance says: "The golfer on the lookout for crumbs of information and help will never lack for hints and interest from the most humble source."

Is that exactly what the writer meant? Of course, it is painfully true—that "most humble source" is like the babbling brook that goes on forever, but surely it is from the less humble and more proficient source that we can learn anything worth knowing. But perhaps not. At all events, as sure as a man is heard to throw his golf hints and advice about we generally know the source is humble enough in status if not in disposition.

Daylight Hours.

Now that the days are growing shorter enthusiasts are suggesting that play should commence an hour earlier in the morning at Del Monte next month—8 a.m. instead of 9 a.m. Just imagine the unnatural feeling of getting up two hours after one went to bed—goodness knows three hours is bad enough for those poor dear tired golfers.

Nothing to It.

Physical Director Dr. R. Tait McKenzie of the University of Pennsylvania says: "Out of more than 10,000 athletes whom I have personally examined and re-examined during the last 18 years I have fortunately never seen a death from acute dilation, nor have I ever seen a heart orignally sound fail to recover rapidly from muscular strain after severe exercise, and I concur in Sir Clifford Albut's belief that the young athlete is incapable by voluntary effort of permanently damaging a sound heart. He will fail exhausted or will give up the contest long before the danger limit is reached." Physiacians of Sweden are making similiar tests.

Another Game.

Another bush league ball club has blown up as a result of poor daily attendance. The Sharon Club of the Ohio and Pennsylvania hit the slide several days ago and last Tuesday the "all in" shingle was slipped over the door. The wind-up of the Sharon Club's business is said to mark the end of the league for the money that gathered in at the gates in the little league this year.

Two in One Inning.

Roger Haines of the Richmond team of the Blue Grass League, in a recent game against Mount Sterling, hit two homers in one inning, and each time with the bases full. The feat is a record.

The 1913
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OUR KNOWLEDGE OF ALASKA.

Has Been Extended Among the People By the Recent Eruption of the Old Volcano of Katmai.

[San Francisco Call:] Old Katmai is in giant eruption again and all that part of Alaska from Yukutat to Unga has been rocked by such earthquakes as would lay a city like San Francisco at n one tangled mass of level ruins while the eyes winked.

Alaska has been grossly misrepresented by two sorts of fiction writers—one picturing it as a land of eternal ice and snow, the other a vast, fertile region, waiting only the hand of the husbandman to make it a new world's granary. It is neither the one nor the other.

No one can say that the climate and soil of Alaska are either this or that, for the simple reason that a region stretching over 2000 miles from east to west has an infinite variety of climate and soil.

Attu, the extreme western island of the Aleutian chain, is farther west of San Francisco than San Francisco is west of New York, and the geographical center of the United States, on the east and west line, is out in the neighborhood of the Farallones. And, just as it may be knee deep in snow in Dakota while outdoor picnics are going on in California, so some parts of Alaska may be cold enough to freeze the feet of a china dog, while in other parts the weather is agreeable. The writer has made one of a picnic party on a Kadiak beach, in February, in ordinary attire, and at that very time the inhabitant of Nome or Fairbank, if he did come out at all, wandered forth robed in furs and resembling outwardly a polar bear.

That vast region, at the eastern beginning of which Katmai is misbehaving itself, is naturally a grazing territory, and thousands of beeves will some time fatten on its succulent grasses. The country greatly resembles Norway or Finland. It is adapted to the dairy industry. The wild hay grows in abudance; the broad beaches, which the shallow tides keep clear of snow in the winter, are, on many of the islands, covered with salt hay, which feeds the native cattle in the severe months. With any attention to business, hay could be cut and stacked for winter use.

The range country is equal in every way to the old ranges of Montana and Idaho and Wyoming, from which the cattlemen have been driven by the agriculturists; the winters are no more severe than those of Dakota or Montana; and the land is open and free, since Congress has never had and probably will not, in many years, have sense enough to make land laws for Alaska under which the settlers care to take up land. Nor is it, indeed, a country for small farming industries.

If old Katmai, bellowing with her gigantic bellyache, succeeds in calling the attention of the nation to the wide, unused reaches of grazing land over which the great black peak stands sentinel, we may have the phenomenon of a volcanic eruption eventually lowering the price of beefsteaks—thus demonstarting that as an economic factor even a volcano can make a more useful noise than a third term candidate.

The Ways of Honesty.

[Popular Magazine:] Louis D. Brandeis was discussing the methods of certain corporations which had been mentioned as inclined to do business in a shady manner. Then he told this story:

"And now, my son," said the bank president, "this is your birthday, and you are about to begin your business life. There are ahead of you tremendous possibilities. After sizing you up I am convinced that you will be a shining success. And I always want you to remember that honesty is the best policy, no matter what you may undertake."

"Yes, father," agreed the young man respectfully.

"And, by the way," added the father, in a spirit of kindness. "I suggest that you devote a few months to the study of corporation law. It will amaze you to discover how many things you can do in a business way and still be honest."

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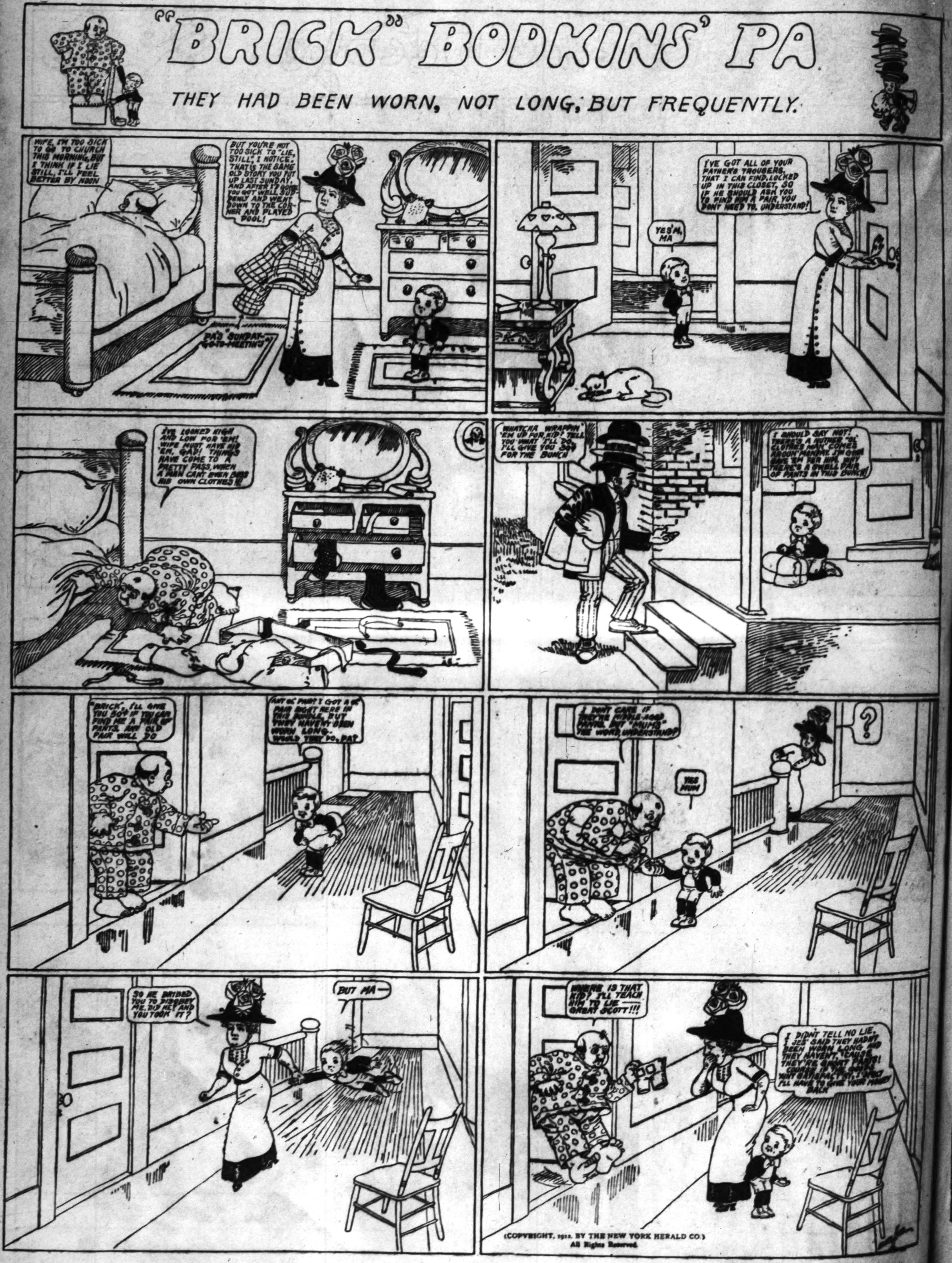
Los Angeles Sunday Times

Part VIII—8 Pages. THE HOUSEHOLD—FASHIONS.

XXXIst YEAR. SUNDAY MORNING, AUGUST 25 1912. PRICE:



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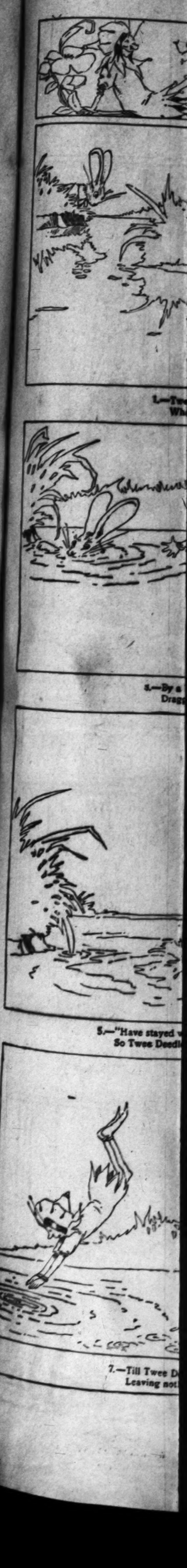
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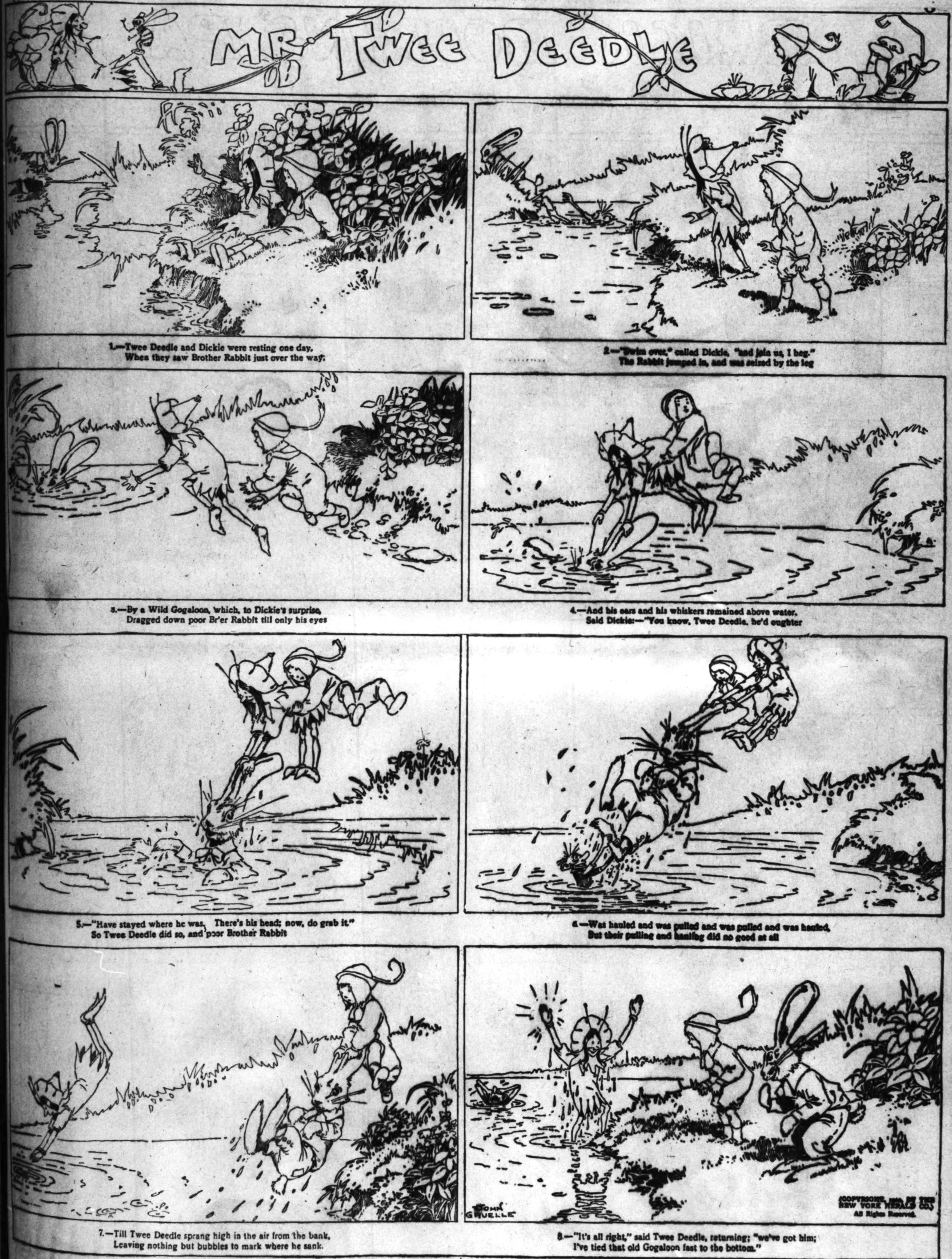


1.—Twee Deedle and Dickie were resting one day,
When they saw Brother Rabbit just over the way.

2.—"Swim over," called Dickie, "and join us, I beg."
The Rabbit jumped in, and was seized by the leg

3.—By a Wild Gogaloon, which, to Dickie's surprise,
Dragged down poor Br'er Rabbit till only his eyes

4.—And his ears and his whiskers remained above water.
Said Dickie:—"You know, Twee Deedle, he'd oughter

5.—"Have stayed where he was. There's his head; now, do grab it."
So Twee Deedle did so, and poor Brother Rabbit

6.—Was hauled and was pulled and was pulled and was hauled,
But their pulling and hauling did no good at all

7.—Till Twee Deedle sprang high in the air from the bank,
Leaving nothing but bubbles to mark where he sank.

8.—"It's all right," said Twee Deedle, returning; "we've got him;
I've tied that old Gogaloon fast to the bottom."

Scout ther' was a long, long time wifout enny rain—an' all o' our flowers was dried up an'—an' the grass was all goned 'way an' ther' wasn't no corn to eat, an' me'n Puppo we is devotionally fond o' corn—so I sed, "We got to see 'bout it, Puppo," an' so I—I jus' took a b'loon what I had in mine pocket—an' we goed up to see Mister Jupiter Plew-vius.

An' we goed up—an' up—an' upper an' upper—an'—an' by'm'by we comed to Mister Jupiter Plew-viuses house, an' I gotted out an' knocked at the door an' he comed out an' I sed, "How-de-do!" an' I sed, "I is Kaptin Kiddo, an' I've comed to see what's the matter of you that you don't send a couple o' buckets o' rain down to the earf to save our crops!" I sed.

So Mister Jupiter Plew-vius sed he was orful glad to make my bequaintance, an' he sed, "Come 'long to the water works, ol' Scout, an' we'll see what's matter." So we tied the b'loon to his front porch, an' we walked along some clouds till we comed to the water works—an'—an'—what-che-know-'bout-'at?

Ther' was packs an' lots o' big angels an' 'ey was all a-washin' ther' wingses an' lots an tubs o' water an' big spouts over each tub, an' Jupiter Plew-vius sed, "Har! Har! Kiddo, that 'counts for it! We're using all the water up here," he sed. An' the angels was rubbin' an' scrubbin' away—an' some o' 'em was puttin' up the line.

An' I sed, "Well, as soon as you angels is froo," I sed, "jus' empty your tubs in the direction of the earf, for me'n Puppo is devotionally fond o' corn," I sed, "an' the crops is all dryin' up." So the angels laffed, "Har! Har!" An' 'ey sed they would when they had ther' wings an' ther' crowns all polished up. So me'n Puppo goed home 'en.

(Copyright, 1912, by The North American Company.)

An' suddently ther' was a big gigantiferous bang o' thunder an' the rain rained down in buckets, an' I was sittin' on the porch wif Bridgie an' I sed, "Ha! Ther's the angels emptyin' ther' tubs!" An' Bridgie laffed at me an' she sed, "You is a funny little fellow, oh you Kiddo!"

P. S.—But I know it was the angels' tubs 'cause after the rain was over I foun' a lot o' little white feathers. Bridgie says they're pigeon feathers—the idear!

Practical Hats for Between Seasons

Tulle and Roses on a Small Shape

A Single Rose and the Flaring Brim

The New Ruffle of White Net

The Black Velvet Crown is Smart

Roses on a Black Underfacing

Ostrich Trimming on a Beret Cap

The Silk Puffed Crown

HERE it is, with summer waving us a bright adieu and fall too far off to think of millinery other than straw. Your summer hat hints of the last rose of which the poet sings; you must wear a hat, though; and in a clever way is it possible for you to approach gradually the winter styles in millinery.

The between-seasons hat has claimed the attention of milliners more decidedly than ever this year. It is practical, first of all, and attractive, secondly; and last of all, their simplicity makes any of the models shown here easily duplicated.

A decided emphasis has been placed on black-and-white. This alliance of colors is practical, having a possibility of harmonizing with any color of a costume. The sun and rain have no effect on black-and-white, while there is sufficient freshness to give relief in the whole scheme of dress.

Blue is combined with pink on many Paris models, while the new pleated frill of net in either black, white or color is a feature not to be ignored.

Black-and-white gives the smartness to another flat model that is trimmed with a frill of white blonde or net and has a white breast around the crown. The tip of the feather ornament is wired and the under surface trimmed with a deep pleating of net.

Deep blue is chosen in the broad hat with a flaring brim at the side. On the edge is a blue tulle ruffle that is just as lovely when it droops over the brim as when it stands up in its first stiffness. On the side there is placed a pink rose with a few green leaves, nestling in a fold of tulle.

Smaller is a round mushroom shape of brown with a narrow pleating of brown tulle. The high round crown is wrapped with brown tulle, while two yellow roses give artistic relief at the side. The hat is close-fitting, and the brim flares at one side in a becoming line.

In the broad white hat we have a suggestion of a sailor hat, with greater becomingness. On the white chip is a stretched velvet crown of black. This is very new, very chic, and will prove its modistic worth to womankind.

At the front is a tailored ornament of white grosgrain ribbon, holding a double breast of white feathers. This sweeps back gracefully at the right side, and is sufficient trimming for the tailored model.

Again we see the use of black velvet, this time as a facing for the brim of the durable leghorn that can be worn during the late fall. Pink roses are attached at the side, resting on the hair. A pink silk scarf is wound around the crown, knotted at the back.

Still we have the beret cap. It is close-fitting and is excellent for outing trips. The model shown is of bright cherry-red, very supple. It has a trimming of clipped ostrich feathers in a band around the brim, while a cascade of uncurled fronds rises at the side, giving a becoming military effect. This red hat is stunning when worn with a black-and-white tailored suit.

The puffed crown of changeable silk has come to the fore. Here it is used on a green chip, slightly rolled. A band of knife-pleated silk is set in between cordings, and a silk rose holds in the fullness at one side. The changeable silk of which it is made is green and gold. Any piece left from the fall walking dress can be made into a crown after this idea, completing a costume.

These hats are conservative, generally becoming and wearable at the time when our summer millinery is too worn and our winter millinery too far in the distance. They will fill in the gap between seasons with satisfaction to their wearers.

COMMON SENSE in the HOME
EDITED by MARION HARLAND

A MIDSUMMER TALK TO HOUSEWIVES.

The rose of the rich midsummer time
Is bright with the hues of its glorious prime.

IT may be well to remind the reader of the above lines that the author wrote of an English—not an American—summer. In her native land June is the month of roses, as it is with us, but in the British Isles the summer is a different thing from what it is in these United States. Here, to be sure, we speak of the "three summer months—June, July and August"—but our heated term begins the last part of May and continues until September has dragged its enervating length away. The house mother does not always appreciate this fact, and, having brought her family safely through midsummer, feels, by the middle or latter part of August, that the end of all her war against heat and the attendant evils is near at hand.

I do not wish to discourage her, but more care in diet and regimen is demanded for the last part of the summer than for the first half. I have already said that June is a dangerous month for babies, and, with its sudden heats, it does sometimes prostrate the weak and aged. But the average man and woman are still strong after the long period of cold weather, and, while they may feel the heat uncomfortably, their reserve strength helps them to overcome its effects.

Not so with late August and September. Weeks of torrid days and breathless nights have sapped vitality and energy, and the dog days and humidity incidental to this season find us physically depleted and mentally depressed.

Month Not to Be Trusted.

The close observer cannot fail to notice that September, while masquerading as an autumn month, is not to be trusted. At the south one learns to expect malarial fevers at this time. City dwellers who have spent July and August in the country return to town for September, so certain are they that the malarial mists and fogs that arise from lake, river and marsh are more deadly in this ninth month of the year than in any other. Even at the north one is not surprised to hear of typhoid epidemics at this period. These recurrent illnesses have been explained by some physicians on the hypothesis that city people have spent the summer months in farmhouses and hotels where the water supply from the adjacent wells has not been uncontaminated, and where the drainage has been poor.

This sounds plausible, and yet my private opinion is that we may blame deceitful September herself for many of the disorders to which flesh is heir just now. One expects the sun to strike one, and the heat to prostrate one in the months in which summer reigns, but many of us fail to take into account the insidious weapons carried by September. For at no time of the year are the shafts of the sun more deadly. It is as if summer, like the enemy of mankind, had at present great power, for its time is short.

Nor are the dangers of this month confined to the sun alone, since it is a well known fact that the stings of insects of all kinds are more irritating and lasting in this so-called fall month than they were in the honest and avowedly summer days. The wasp, satisfied, heretofore, to meet us in the open, now creeps into crevices and corners of windows and shutters, and stabs mercilessly the meddling hand of any intruder. The sufferer is fortunate if the result of the sting is not lasting, and if a swollen and yellowed puncture does not fester into a wound that is a long and painful time in healing. The always hot tempered yellowjacket shows now a passionate virulence in his assault upon the person who, inadvertently or intentionally, pounces upon what the insect considers his preserves.

Added Dangers of September.

Even the green and growing things become especially dangerous in September. The poison ivy in the wood and the poison sumach by the wayside are more deadly in their effects than they were a month ago. And to their natural and innate evil is added an allurement that attracts the eyes and the fingers of the uninitiated passer-by. For the scarlet leaves of the poison ivy rival in beauty those of all the other wild vines, while the bushes of sumach wave crimson flags that ought to act as danger signals, but which tempt the nature lover to grasp the brilliant branch and make it his own. And in both cases that which charmed the eye poisons the flesh.

As in all cases where the welfare of the family, little and big, is threatened, it is the mother who must come to the front with the precautions and preventives that, if exercised in time, are more potent than any chance cures that are called into requisition after mischief is done. Therefore, during the latter half of the heated term, she must be even more rigid in rules of diet and household sanitation than she has yet been—if that were possible.

All summer the slogan has been "Swat the fly!" and our housewife has obeyed this command so often that she wonders how there can be any flies left. But the cry is still "They come!" and they continue to multiply. Once in a while a cool morning finds them torpid, but by the time the sun is an hour high they are as lively and as persistent as ever. So keep up the rule of "darkness and cleanliness," which is the only one for ridding the home of their hated presence.

Keeps Rooms Well Darkened.

Each morning fling wide the blinds, beat and "swat" every winged pest you find, then close the shutters and keep the rooms comfortably darkened until the day begins to decline. "For every crumb left on the table or floor, one fly will develop," said one old-fashioned housewife. And, as she spoke the truth, leave no crumbs about. It is, I acknowledge, a nuisance to have to sweep the dining room carefully after each meal, but the result in absence of flies is worth the pains. If there is nothing to eat at hand the pests will go elsewhere—with your vigorous assistance.

The light and digestible food which has been the staple of diet all summer must still be provided. Perhaps your boys and girls may, like the Israelites who wearied of the manna, declare that their souls loathe the light viands and clamor for "something solid and rich." But do not remit your care for all their crying.

Boiled puddings, roasted and fried foods, pies, and pastries are an abomination to the weary digestions and must be banished for some weeks to come. Salads of all kinds, green vegetables in abundance, and fruits without stint, will assist nature in keeping the blood cool and the liver in good working order. Meat once a day is all that is necessary—even for a workingman, if, for other meals, he has such nourishing food as dishes in which milk, eggs, and cheese play an important part.

An abundance of cool—not iced—water, with lemonade, orangeade, grape juice, and ginger ale if one wishes other chilled beverages, will furnish the liquid that the jaded system craves. Ice creams and fruit ices, eaten slowly, are much more digestible and palatable at this time of year than would be hot puddings and pies. Peaches should now be in their full glory and are the most digestible of all the summer fruits. They contain an acid that acts directly upon the liver and it is safe to assert that when peaches are ripe and peeled they will not injure any normal person.

Abundance of Rest Necessary.

The physicians who make rules for right living in hot weather lay special emphasis on the necessity for an abundance of rest. Do not forget this fact when September draws near. Sit out in the evening dampness on lawn or veranda an hour less than you did in June and July, and get to bed early. One of the mitigating features of September is that the nights are usually cool enough to allow one to sleep. Make the most of these hours for rest, and you will find yourself fortified for the strain and stress of the day that is to follow the night. Stay your fainting heart upon the knowledge that after summer's heat comes the coolness of autumn and that after the debilitation of September will come the exhilaration of October.

In closing this talk on midsummer and its evils I would like to add two words of advice. They are Keep Cool! If this has been your motto through the last months adhere to it now. Do not allow yourself to fuss about your work or about the heat. All of us are by now pretty tired of hot weather, but talking about our weariness and protesting against it only add to the general discomfort.

Busy yourself regularly and systematically about your usual tasks, resisting the impulse to rush at them. Take one duty at a time, fix your mind on it, and, when it is done, take up another. One task at a time, and one day at a time, are all that can be expected of you. Set yourself to accomplish the one and to live through the other, and the trying term will slip swiftly and safely away.

Summer Sandwiches.

There is a knack about making really good, appetizing sandwiches, just as there is about making anything else. One of the most important things to be considered is the bread. Any kind may be used, depending on the kind of filling put in. For the very best sandwiches, however, it should be at least one day old and should be cut into the very thinnest possible slices. Then, after the filling is in, the crusts should be trimmed off and the sandwiches cut, either in strips, triangles, halves, or in fancy cocky shapes. Should the sandwiches not be wanted for immediate use, they should be wrapped up in a clean, dampened cloth and put in a cool spot until needed.

ORANGE MARMALADE SANDWICHES.—Orange marmalade, buttered white bread. Cut the bread into thin slices about three-eighths inch thick and spread orange marmalade on one. Put over another slice of bread and cover this with marmalade. Do this until you have four slices on top of one another. Then put under a weight, and when well pressed trim off the crusts and cut down in thin slices with a sharp knife. The slices will look like jelly cake.

PEPPER SANDWICHES.—Three green sweet peppers, three hard boiled eggs, small cupful of mayonnaise, thin slices of buttered bread.

Run the peppers and the eggs through the meat chopper or chop them finely in a chopping bowl. Cover the chopped material with sufficient mayonnaise to give it the proper consistency for spreading. Trim the crusts from the buttered bread and put in a substantial layer of the filling.

DELICIOUS SANDWICHES.—One and one-half cupfuls of light brown sugar, scant teaspoonful of butter, three-fourths cupful of water, one-half pound of shredded cocoanut, one-half pound of chopped figs, one-half cupful of chopped walnuts, whole wheat bread.

Boil the sugar, butter, and water together until they form a thick sirup. Then remove from the fire and add the cocoanut, the figs, and the nuts. Stir until creamy and pour into a buttered dish. When cool spread between thin slices of the bread.

CHICKEN SANDWICHES.—Leftover roasted or boiled chicken, cream to soften, piece of butter, salt and pepper, buttered white bread.

Mince up the chicken and put it into a saucepan with sufficient cream (or gravy, if there is any at hand) to soften it. Then add a good sized piece of butter and a seasoning of pepper and salt. Put over the fire to heat, working the mixture constantly until it resembles a paste. Pour on a plate and when cool spread between thin slices of the bread.

"Ice Creams and Fruit Ices, Eaten Slowly, Are More Digestible and Palatable at This Time of Year Than Would be Hot Puddings and Pies."

MARION HARLAND'S HELPING HAND

IMPORTANT NOTICE

BECAUSE of the enormous number of letters sent to the department I must ask contributors to limit their communications to 100 words, except in cases of formulas or recipes which require greater space. I want all my correspondents to have a showing in the Corner, and if my request in this respect is complied with it will be possible to print many more letters.

Attention is called to the fact that Marion Harland cannot receive money for patterns, as she has no connection with any department that sells them. Marion Harland.

OUR members have rallied gallantly at the call for practical hints for everyday housekeeping and homemaking. They may be considered as the drops of oil that make the domestic machinery run smoothly. Without such lubricants there would be jars not a few and continual friction. Nothing that eases daily living for one fellow creature is a trifle.

From an Ohio comrade we have a suggestion that will be useful to the dweller "in city tents"—that is to say, apartment houses where closet room is at a premium.

"AN OUTDOOR CUPBOARD—This is the way we made ours: To the outer frame of the kitchen window was nailed a frame made of boards a foot wide. Lighter boards were inserted for shelves, thus forming a skeleton cupboard. This frame was covered with wire netting. The kitchen window filled up the fourth side and formed a door. Before and after the ice season such a pantry will be found convenient for storing meat and leftovers which would clutter the refrigerator and spoil if left in the kitchen. G. F. D."

I subjoin to the above a word that may be of service to the apartment dweller: Have the top of the al fresco cupboard covered with linoleum of good quality, and let it be slightly sloping. The projection will then not be an unsightly adjunct to the back of the house, and the gentle incline will shed rain and snow, keeping the contents of the pantry dry. If the bottom be lined with linoleum or oil cloth, it will be more easily kept clean than if the wood were left bare.

Pineapple Recipes.

From Iowa and from Nebraska we have directions for preparing pineapples that commend themselves to lovers of the fragrant tropical fruit.

"I herewith offer something which will, I hope, prove as truly a boon to some other housemother as it has to me:

"CANNED PINEAPPLE—In preparing pineapples for canning I have always tried to keep the slices whole and round, and it was not an easy task until this year. Then I hit upon this expedient: I sliced the pineapples first and pared away the outside with a sharp knife. As I began upon the first one, it occurred to me that it would be a great help if I had regular factory tools with which to do the work. Then came the thought: 'Why not use the doughnut cutter?' No sooner said than done! I was more than pleased with the result. Some doubting economist may say, 'Whence this waste?' I answer that the new method enabled me to turn out round, even slices with the cores removed easily, and reduced the waste to a minimum.

"That nothing be lost, I trimmed away the tough rind from the scraps left by the cutter, separating the good bits from the bad, and made of these marmalade. I might have run them through the meat grinder and canned them separately. I inclose the marmalade recipe.

"PINEAPPLE MARMALADE—One and a half pineapples ground fine, or the equivalent of ground pineapple made from the 'scraps' I have spoken of. Four cupfuls of dried rhubarb; pulp of one orange and half the rind, ground fine. Pulp and half the ground rind of one lemon; one-half cupful of almonds, blanched and ground; six cupfuls of sugar.

"Mix all the ingredients except the nuts into a mass, bruising as little as possible, and cook until they are a thick, clear conserve; take from the stove, stir in the nuts, and pour into glasses rolled in hot water. When they are cold cover with melted paraffin. Mrs. D. J. G."

The outcome must be fine, and an acceptable contribution to the list of home-made delicacies. To my notion it would be quite as good if not better without the unusual ingredient of dried rhubarb, which is not often included in household stores. Yet, the author of the conserve has the floor and the amendment may be officious.

Glazed Pineapple.

The second recipe is from a new member of our growing Nebraska chapter:

"GLAZED PINEAPPLE AND OTHER FRUITS—Sliced fresh pineapple may be used, or even the canned fruit, if the slices be whole and firm. You may mix with these ripe grapes, slices of oranges and grapefruit. Have all clean and dry and string upon clean strong white linen thread. Have ready an icing of one pint of sugar and a scant pint of water. Boil slowly until a little spins a thread from the tip of a spoon. Set in a warm place, not too far from the range, and dip into it as it cools a string of the sliced fruit. It is well to make these short, and all of a kind upon one thread, or vary the order if you like. Dust with powdered sugar as fast as each is dipped, and lay upon waxed or buttered paper to harden.

"After practice has enabled you to turn out prettily frosted or glazed strings of fruit, you may make a little pin money by mailing a list of your commodities and the prices to prominent dealers in confections, or to those who give luncheons and evening parties. One woman I know of has a ready market for all she can make at $1 per pound. P. J."

In the exercise of the editorial right to add unto or take away from contributions submitted to the exchange, I suggest that the fruit would be less likely to clog in the process of glazing and look better when this is done, if strung upon long, clean straws than if threaded upon strings.

We have had so many queries concerning candied and frosted fruits that this simple and easy formula is especially welcome.

Recipe for Coffee Cake.

"I saw some time ago that a Minnesota housemother asked for a recipe for coffee cake. Several have answered the request, and while I have not the vanity to think my way superior to any or all of the recipes thus far published, I would show my good will to the sisterhood at large and the St. Paul member in particular by telling how one Georgia woman makes the cake. We are very fond of it in our family.

"COFFEE CAKE—Half a yeast cake dissolved in a half pint of water; two tablespoonfuls of sugar, a pinch of salt, flour for stiff batter. Beat all together well and set to rise over night.

"Next morning add one cup of sweet milk, half a cup of butter or lard, half a cup of seeded and halved raisins, and a tablespoonful of ground cinnamon. Mold into loaves and set in a warm place to rise.

"This recipe, sent by a western friend, is fine, but I vary it somewhat when I make the bread. When my sponge is ready for kneading I take out a pound or more of it and work into this the shortening, sugar, raisins, and cinnamon. This done, I add to the rest of the sponge and knead all into the loaf. This is less trouble than to work all together at first and I find the result more satisfactory.

"The trouble with the Chicago member ['A. G. H.'] who wrote of her lack of success in making coffee bread must have been in the yeast. My yeast cake makes a fine grained, beautiful bread with little kneading. I save some of the sponge and use instead of a fresh yeast cake for the next baking, if that is to be within a couple of days. I am now using successfully the sponge mixed first eight weeks ago.

"There is a delicate taste to this bread I have seldom known in any other variety. When we find the sponge is 'running out' or getting low, I add a new cake of yeast or make a fresh sponge. Mrs. S. F. J."

Warm coffee bread, with cream cheese and marmalade, makes as relishful a luncheon-dessert as hungry school boy or girl could desire. As the name indicates, the original purpose of its creation was to accompany coffee in the German "kaffee klatsch," which stands in that land of good livers for our afternoon tea. Now we eat it for breakfast or luncheon as the humor takes us.

Luncheon for Children.

Apropos of children's luncheons, I slip in here a communication from a Chicago mother:

"LUNCHEON FOR SMALL CHILDREN—A luncheon for small 'kiddies' with dainty appetites is made from a box of animal crackers and one of graham crackers.

"Boil one cupful of granulated sugar until it forms a soft ball when dropped into cold water. Put a little of this in the center of each graham cracker and press an animal cracker into this.

"The children will be delighted with these and with the additional glass of milk. They will make a luncheon out of them when otherwise disinclined to eat. "Eva G. F."

Whatever tempts the little ones away from a solid meal of two helps of meat and a triangle of pie incased in "family pastry" must be for the benefit of the human race. Better the Scotchman's three meals of "brose" and his growl—"An' wherefore suld a mon quarrel wi' his meat?" when asked "if he did not find the fare monotonous"—than the glut of meat tri-daily, common in a vast majority of American households.

To Renovate Men's Collars.

From South Dakota we have a hint for the needlewoman who would "gar auld claes look amaist as gude as new."

"TO RENOVATE JOHN'S COLLARS—The collars of men's shirts usually wear out first, leaving the rest of the garment perfectly sound. To repair one, cut the worn part away carefully with sharp scissors, avoiding the chance of cutting the underside of the collar which is still good. Then, with a bit of the same material, matching exactly in texture and color, substitute a new collar for that you have pared away. Fit and baste just over the old stitching, taking care to fit the corners nicely. Stitch neatly along the old lines and the garment is as good as new. Mrs. W. H. R."

For Cleaning Glassware.

A New York City woman follows with a housewifely brief that has all reasons for its own:

"TO CLEAN WINDOWS, MIRRORS, AND ALL MANNER OF GLASSWARE—Provide yourself with a small chamois skin; wash it clean in clear, warm water; squeeze it hard to get rid of superfluous moisture and wipe the glass with it, going all over it from top to bottom. Be sure the water is clean for the last wiping. Windows, glassware, mirrors, etc., washed in this way need no polishing and are clear, bright, and free from lint. This process will save the busy housewife hours of time spent in polishing windows at housecleaning and other seasons.

"Use no soap and never wash windows when the sun shines upon them. "Mrs. R. G. D."

Can you mean that nothing is necessary beyond what you have described?

You speak of clear water for the last wiping. This would imply that the chamois must be redipped, washed, and wrung dry several times. I wish you would write again and be specific upon this point. Thank you for the "lift over a hard place."

Mayonnaise Dressing Recipe.

"I saw a request in the exchange for a recipe for mayonnaise dressing. I send one which has been used in my home forty years and has never failed when all the implements and materials used in the process were thoroughly chilled.

"MAYONNAISE DRESSING—Yolks of six eggs beaten stiff with the egg whip. Add a teaspoonful of salad oil and beat for a minute; repeat this process three times; then put in a tablespoonful at a time until the mixture is thick and smooth. Add the juice of a lemon, beat in well, and salt to taste—but lightly.

"Whipped cream may be added if you like. This will keep two weeks upon the ice. Mrs. R. E. F."

Thank you for a recipe that contains neither vinegar nor mustard. Your formula is as nearly perfect to my taste as it can be. Ingredients are few and the treatment is absolutely correct.

Green Cucumber Pickles.

"I should like to have you or some of your colleagues tell me how to keep cucumber pickles in brine, crisp and green, without canning them. Is there any way of doing this besides the salt pickling? I put mine into brine to preserve them, and when I wish to use them soak out the salt and add the vinegar. But they have lost their green color and it is hard to keep them crisp. If I only knew how the professional pickle manufacturers prepare their wares I should be happy. They are so nice! Mrs. C. H."

Yet you write from Arkansas! And—as I have the best reason in the world for knowing—there are no more delicious pickles put up in any region of the globe than in your favored latitude. Did you chance to see the minute directions for pickling green cucumbers published in the Corner a month ago? I said then the recipe was too long to be [illegible] within six months. I am [illegible] your appeal to condense it here.

GREEN CUCUMBER PICKLES—[illegible] firm young cucumbers in strong brine for a fortnight, or for a month if more convenient. When you are ready to put them up, pick out all that are not [illegible] and throw them away. Lay the good in cold water after washing off the brine. Leave in the water for twenty-four hours, change this for fresh, and leave for another day and night. Now, line a porcelain or enamel kettle with grape vine leaves three deep, and pack in the cucumbers in layers, strewing powdered alum between the strata. A bit of alum half the size of an egg should do for two gallons of cucumbers. Powder it finely. Cover the cucumbers two inches deep with cold water, put a thick blanket of vine leaves over all, fit the lid upon the kettle and set over the fire. Steam them slowly for five hours, never once letting the water come to a boil. The cucumbers should now be a fine and permanent green. The leaves help to color them and the alum [illegible] green.

Take them from the kettle and drop, one by one, into ice cold water. [illegible] warm by the time all are in. [illegible] and fill up with fresh [illegible] leave in this while [illegible] gar.

To one gallon of [illegible] a cupful of sugar, [illegible] per corns, the same [illegible] cloves, eighteen whole [illegible] blades of mace, with [illegible] of celery seed. Put [illegible] and cover. Bring to a [illegible] this up for five minutes [illegible] while pack the chilled [illegible] stone crock, then pour [illegible] them. Fit on a close lid. [illegible] drain off the vinegar, [illegible] return to the pickles [illegible] at intervals of two [illegible]. Cover with a tightly [illegible] oilcloth over this. Don't [illegible] for two months. They need [illegible] ripening. But at the end of a week [illegible] ine them to make sure no [illegible] soft cucumber escaped your [illegible] tion.

Cucumbers put up in this way [illegible] for an indefinite period—if not [illegible] the time elapses! They are [illegible] end of a year than within a [illegible] they are put into the spiced [illegible].

Why—may I ask—should you [illegible] keep yours in brine longer than [illegible] lutely necessary? The salt [illegible] toughens them. Moreover, it [illegible] green you covet. Try this [illegible] recipe, and you will cease to [illegible] pickles prepared by professional [illegible] turers.

Help in Peeling Onions.

The merest [illegible] worker takes [illegible] bit!) out of the path.

"Before beginning to peel onions [illegible] your finger tips liberally with [illegible] or dripping. Then attack the [illegible] on with the dreaded job [illegible] odor from the onion [illegible] your hands, provided [illegible] avoid handling the [illegible] them except the fingers [illegible]

FAMILY MEALS FOR A WEEK

SUNDAY.
BREAKFAST.
Melons.
Cereal and cream.
Fried butterfish.
Corn meal muffins.
Toast.
Tea and coffee.
LUNCHEON.
Clam broth mantled with whipped cream.
Cold meat garnished with cress.
Breakfast muffins, toasted.
Thin bread and butter.
Crab meat salad.
Crackers and cheese.
Warm coffee bread (see recipe) and cocoa.
DINNER.
Julienne soup.
Roast lamb with mint sauce.
Green peas.
Stuffed tomatoes.
Home made ice cream and cake.
Black coffee.

MONDAY.
BREAKFAST.
Oranges.
Cereal and cream.
Bacon.
Boiled eggs.
Whole wheat bread.
Toast.
Tea and coffee.
LUNCHEON.
Baked sardines with strips of toast as a garnish.
Baked potatoes.
Tomato salad with thin graham bread and butter.
Crackers and American cheese.
Ginger snaps and pineapple marmalade (see recipe).
Tea.
DINNER.
Yesterday's soup.
Cold lamb with currant jelly.
Succotash.
Green pea soufflé (a left over).
Peaches and cream with light cake.
Black coffee.

TUESDAY.
BREAKFAST.
Pears.
Cereal and cream.
Cheese omelet.
Quick biscuits.
Toast.
Coffee and tea.
LUNCHEON.
Mince of lamb and macaroni (a left over), tomato sauce.
Breakfast biscuits warmed over.
Lettuce salad.
Crackers and cheese.
Bread pudding with sauce.
Tea.
DINNER.
Succotash soup (a left over).
Calf's liver a l'Anglaise.
Lima beans.
Egg plant, stuffed.
Peach shortcake.
Black coffee.

WEDNESDAY.
BREAKFAST.
Melons.
Cereal and cream.
Roe herring.
Fried hominy.
Toast.
Coffee and tea.
LUNCHEON.
Creamed eggs.
Fried French potatoes.
Lima bean salad with mayonnaise (a left over).
See recipe for mayonnaise.
Heated crackers and cheese.
Peach shortcake, warmed over from yesterday.
Ginger ale punch.
DINNER.
Clear soup with croutons.
Salmi of calf's liver (a left over).
Scalloped egg plant (a left over).
Green corn.
Stewed pears with whipped cream and cake.
Black coffee.

THURSDAY.
BREAKFAST.
Pineapple.
Cereal and cream.
Bacon.
Popovers.
Toast.
Tea and coffee.
LUNCHEON.
Green peppers, stuffed with mince of liver and ham (a left over).
Green corn pudding (a left over).
Thin bread and butter.
Hot crackers, with cream cheese and Dundee marmalade.
Tea and Albert biscuits.
DINNER.
Yesterday's soup.
Fricasseed chicken.
Boiled rice.
Creamed carrots.
Fruit dessert.
Black coffee.

FRIDAY.
BREAKFAST.
Melons.
Cereal and cream.
Picked up codfish.
Potato cake.
Toast.
Tea and coffee.
LUNCHEON.
Barbecued ham.
Graham biscuits.
Stewed potatoes.
Crackers and cheese.
Junket.
Cookies.
Tea.
DINNER.
Tomato soup.
Chicken potpie with rice balls (a left over).
String beans.
Fried egg plant.
Watermelon.
Black coffee.

SATURDAY.
BREAKFAST.
Oranges.
Cereal and cream.
Bacon.
Poached eggs on toast.
French rolls.
Tea and coffee.
LUNCHEON.
Clam fritters.
Potatoes boiled whole with butter and parsley sauce.
Lettuce sandwiches seasoned with mayonnaise.
Baked Welsh rabbit.
Peaches and cream.
Sweet crackers.
Tea.
DINNER.
"Scrap soup."
Beefsteak and onions.
Succotash.
Young beets with sauce tartare.
Fruit dessert.
Black coffee.

For the INDUSTRIOUS NEEDLEWOMAN

By ADELAIDE BYRD

PUNCHED WORK ON TOWEL ENDS

...again is an opportunity to ...linen for your practical ...artistic enjoyment. The ...punched work is so very easy, ...the beauty and relief of ...work. Do you know how to do ...work? First of all, your needle ...very coarse and, if possible, ...sailor's needle. Linen ...stronger for the purpose, al... absence of this from the ...not deter you from doing ...work.

...no drawing of threads in ...work. The material is not ...for the punching through ...in one place will give a hole ...effect so attractive.

...between two dots that are op... the hole through the ...The first line of stitches on ...will be a row of parallel ...one under the other. The ...will be the same in the same ...Work all holes in one di... Then complete the squares ...from the holes in the oppo... When you are finished you ...passed the needle through ...eight times. When going ...to the next parallel stitch ...should be on the wrong side ...position. The two illus... the steps in the work.

There is a wild-rose pattern for an eighteen-inch end. Any soft huck toweling will be very effective when worked in either white or colors. A soft mercerized cotton is recommended. Work the design first. The leaves should be padded lengthwise with darning cotton, and use the solid stitch across the leaves. The roses can be worked solid in the petals or in the edges of the petals. This latter method is very quick. Pad around each petal with about two rows of long stitches, and work over and over, making the stitches a little longer in the center of each petal. Use French knots for the centers.

Over-and-over stitch or stem stitch is good for the slender stem effect that outlines the medallions and the strip between each motif. In the circle in the central ornament you can work your initial.

Pad the scallops and work in buttonhole stitch.

The chrysanthemum border is also lovely. Generally speaking, the same suggestions for working are applicable. Do the solid work first. Pad the petals, leaves and dots and work the design in solid stitch.

After filling in the slender outline with solid stitch change to buttonhole stitch as you work the lower edge of the border, for this is the most practical and usual finish for a scalloped edge.

The punched work is then added to the design, making the beauty of the pattern doubly sure.

Although this design is for towel ends, you need not be restricted to its application.

It is lovely in colors on a bureau and chiffonier scarf. It is very effective in colors on coarse linen for library table runners, and I have seen it worked up on two ends of a pillow top. The underpiece of the top is edged similarly, and the upper and under parts are laced together over a contrasting shade of linen.

It is summer, but not too soon to begin to work those much-appreciated hand-embroidered gifts for Christmas. You will not have so much time later on, when dresses must be planned and the work of the winter makes decided demands.

Try the joy of working a beautiful design on a practical article. The combination is too good to ignore.

DARNING AND MENDING

...a great deal of truth in ...accusation made against ...women that they do not ...to mend either their ...household goods prop...

...women are apt to think ...not matter how a thing ...so long as it will hold ...there is something to ...

...is an art, a distinct art, ...be taught in the schools. ...should make use of the ...keeping their stockings ...mended and table and ...patched wherever there is ...of it.

...great-grandmothers always ...tapestry in the pattern ...and if they did it, why ...for the housewife of ...the same?

...way, however, to mend ...table and bed linen, ...towels, dresses, ...is to put the torn por... embroidery frame, stretch... around the hole so that ...tight in the frame. Then it ...darned without trouble by ...can be placed under the ...of the sewing machine, ...been released from the ...unscrewing the screw di... the top of the foot bar, ...back and forth, guid... material with your hands as ...

...simple to darn linen on ...so that it requires close ...to detect the place where ...

...all sorts of woolen ...should be carefully watch... thin places and, as soon as ...thin, should be darned ...hole appears. It is far easier to darn a thin place than it is to darn a hole. Thin spots should be darned closely, but not tight; and as for small holes, do the work over a polished stocking darner that can be bought for 5 cents.

Large holes should be whipped around the edges before they are darned; then the threads will not pull out and the jagged place will present a neat appearance. If the hole is very large, an excellent plan is to tack a piece of net as near the color of the goods as possible over it, and work the darning threads in and out of the meshes, catching them in the edges of the material as you work.

Holes in woolen dresses should be darned with woolen thread matching the material in color. A good way to obtain this is to ravel out several strands from the material itself and darn with it, working in and out with the weave; then press the darned place on the wrong side and you will scarcely be able to see where the hole once was.

Gloves or any kind of skin should always be mended with cotton of the same shade; even silk gloves should be mended with cotton. When kid or suede gloves have holes in them, place a small piece of the kid under the hole and darn the gloves down to it. It is always better to patch a glove like this on the wrong side than to attempt to draw the hole together and thus decrease the size of the glove.

Patches should be placed over or under all large holes. People often try to darn large holes, but this is a mistake, for it can never be done satisfactorily. Always patch with the same material as used in the thing to be patched. If the material is faded or discolored with age, try to get a piece of a like age to make the patch of, or fade the material by placing it out in the sun. When patching figured goods be careful that the figures or stripes exactly match. It is well to have an hour or so set aside every week for the mending and get it all done up at that time; by so doing the housewife will not be confronted with a pile of mending that will appall her when she starts in to work.

Keep on hand a bag or box of small pieces of material for patching—wool thread, cotton thread and a box of mending tissue for mending tears that cannot well be darned.

How to Transfer

HERE are suggestions for transferring the pattern before you to any material before working.

Perhaps the easiest way is the "window-pane" method. This is successful when the material is thin, like linen, batiste, etc. Pin the sheet of paper and the material together and hold them up against the glass of a window. With a sharp pencil draw on the material the design, which can be easily seen through the goods. If one-half of the design only be given, unpin the paper and turn the other side to the fabric. The strong light behind will make it plain.

If you have carbon paper, you should place the sheet between your fabric and the newspaper. This latter is on top. With a sharp pencil go over the outline of the design. The impression will be left in fine lines and will last until worked. This method is successful on heavy material.

The last way is also easy. On wax paper or ordinary tissue paper trace the pattern before you. When the design is completed, turn over the paper and outline the pattern with a heavy lead pencil. Then place the design down on the fabric and redraw the outline, pressing hard with the pencil. The pattern will be transferred without difficulty.

Surely the way is easy.

NECK ORNAMENTS OF FLOWERS

...BLOSSOMS OF SATIN.

OF RIBBON AND LACE.

A BAR PIN OF FLOWERS.

COMBINED WITH LEAVES.

...the new importations of ...from the home of ...are the attractive ...made to represent ...brooches and buckles.

...woman who delights in ...things for herself will be ...the lovely miniature flowers ...fashion from bits of silk and ...The scrapbag contains many ...of silk which seem use... no longer make patch...

...given a few designs which ...easily duplicated by deft fin...

...resembles a barpin. The ...formed of wire; at either ...fastened a tiny bud of pink ...leaves are taken from a ...of foliage, generally used to ...In the center is a rose, the ...fashioned of pale and dark ...satin.

...baby ribbon and strips of ...used to make another pretty ...Upon a foundation of wire ...satin loops of dark green ...Through the center are four ...blossoms fashioned of different ...shaded satin. Straight strips of satin a half inch in width are folded through the center and gathered to form tiny rosettes.

A center of yellow is embroidered with silk in each of these fairy blossoms. Three strands of ribbon are suspended from the barpin. To the ends are attached little balls of silk-covered cotton. Two flowers are fastened above the balls.

Very effective is the butterfly-shaped ornament. First, a foundation of wire is made and covered with narrow ribbon any color desired. To this frame is sewn a small piece of lace, forming two wings. The center is decorated with the smallest of rosebuds of pink silk. Loops of ribbon and tiny flowers radiate from this. Three strands of soutache braid are attached to the center and each end is adorned by a bud fashioned of silk.

Apple blossoms, with their delicate coloring, are always lovely, even when imitated with silk.

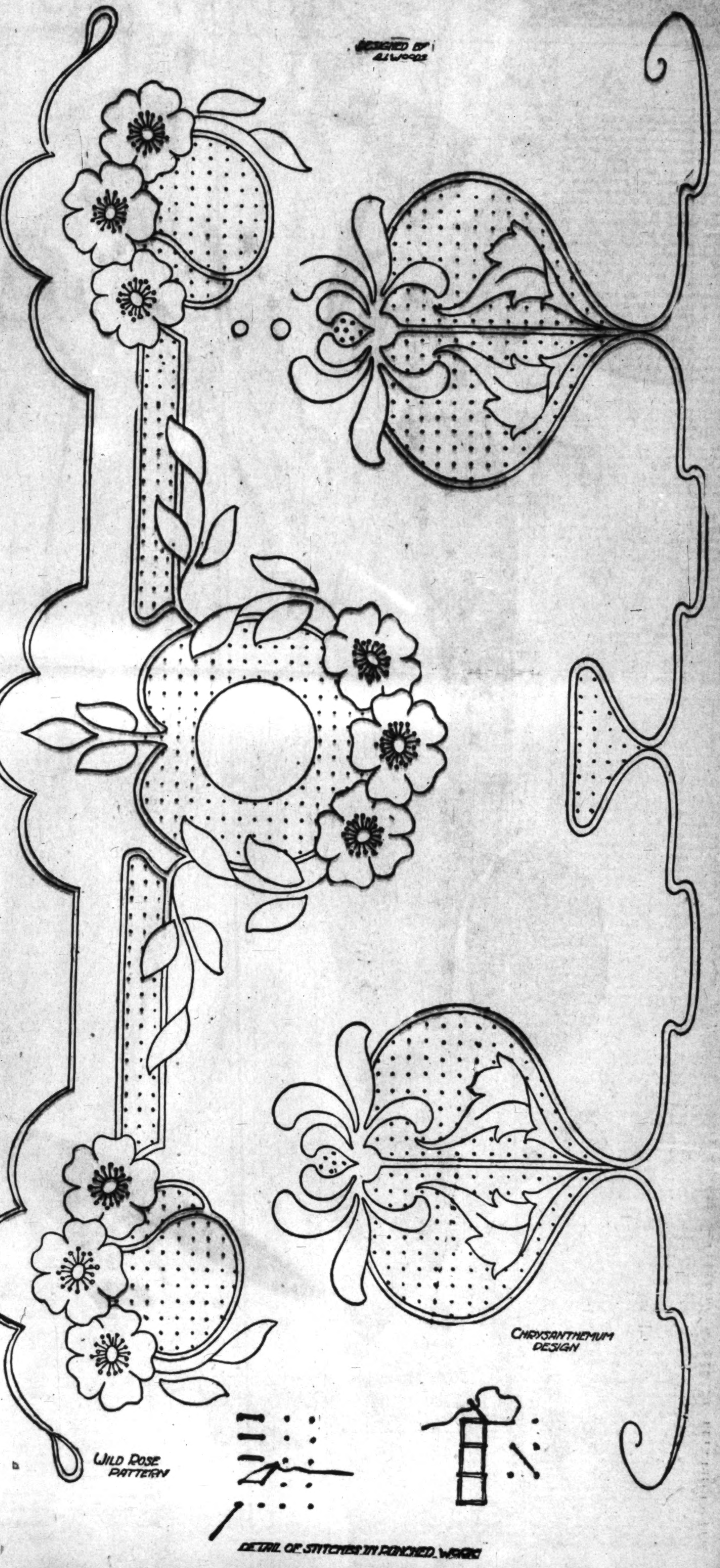
Very lovely is an ornament fashioned of two blossoms. The flowers are made of palest pink satin.

This is arranged to form petals resembling those of the apple blossom, each flower having four petals. Several loops of green ribbon are used to separate the flowers.

From the center are suspended three buds on stems of green braid.

Only the woman who has fashioned these attractive ornaments for herself can realize the fascination of the work. Flowers are the loveliest of earth's children, and all lovers of beauty delight in duplicating their form and color, using any medium which talent permits them to.

Work among the flowers, not in the garden, but fashion them yourself!



THE Smartest Fashions of Well-Dressed Folk

FEEDING THE SWANS

DEAR MADGE:

We took the children over to the park yesterday afternoon, when they had the time of their young lives feeding the swans and frolicking about on the banks of the lake.

But let me hurry on to what I wanted most to tell you about: namely, two stunning gowns, worn by equally good-looking young women, which reflected the very latest cry from Fashionland. They show, too, the strength of a fashion that trims colors with black satin. Both of these gowns were trimmed thus, with touches of white lace here and there.

One gown was of buff silk ratine: a beautiful piece of material that can be worn all winter long under a topcoat. It was cut on directoire lines, having a short jacket blouse, the sleeves cut in one with the bodice, which was taken up in pin tucks two inches apart.

The upper portion of the bodice was caught into straps of the satin, one on each side, that extended from the center front at the low neck line, under the arms, there crossing to the center of the back.

Beneath this the bodice was plain, but lapped over a small V-shaped vest of white embroidery into a broad girdle of satin. From that point it fell in sharp cutaway lines well below the hips, to be met with shaped pieces of satin that crossed in back and fell in two long directoire tails. Small black buttons trimmed the right side of this fetching little jacket blouse.

The skirt of this gown opened on the right side, but was held in place with large buttons. Around the bottom was an eighteen-inch band of satin, shaped in points at its upper edge.

The hat was a white hemp, folded back from the face in front and trimmed in the back with a high black feather.

The combination of pink, black and white was used in the other gown. The material was pink crepe de chine, made with a short-waisted bodice and a black satin sailor collar, that was filled in the V front with a straight piece of white net. From under the collar a wide pleating of net extended to the waist line, there to be met by a narrow straight girdle that folded over once on the side and fell in two straight sash ends.

The sleeves were long close-fitting, set in the bodice perfectly plain and finished at the cuff with a double frill of lace, part caught back over the sleeves and part falling over the hands.

A modified pannier effect was draped over the upper portion of the skirt, while beneath it the skirt fell in straight folds to the hem. It had the appearance of being quite narrow, and yet was amply wide.

With this frock she wore one of the English "bowler" hats of black satin. Quite an innovation this to fashion's realm; and had as its only trimming a high fluff of pure white ostrich plumes.

The picture she made, standing beside the blue waters of the lake, was well worth seeing. I wished for you, to enjoy it with me.

Never mind; next week you will be here, sister mine. Love to the folks.

Affectionately,

ELEANOR.

BY THE YEAR, $9.00.

Tedious.

FILIBUSTER BLOCKADE.

Trouble Ahead for Congress.

Double-header Deadlock May Hold the Session Indefinitely.

La Follette Insists on a Quorum and There Is None in Washington.

Closing Hours of the National Legislature Without Precedent.

BY GEORGE GRISWOLD HILL.

[By Federal (Wireless) Line to The Times.]

WASHINGTON BUREAU OF THE TIMES, Aug. 25.—[Special Dispatch.] After a Sabbath of fruitless conferences among leaders of the Senate and House the adjournment deadlock is still on and no one can predict the outcome when the stubborn fight over the general deficiency appropriation bill is resumed at noon tomorrow. The situation has not changed since both bodies adjourned the argument at daybreak today until Monday.

WITHOUT A QUORUM.

Neither the Senate nor the House has a quorum. The lower body has served an ultimatum, which it declares will hold good indefinitely, that the House will never accept certain Senate amendments to the general deficiency bill. Senators Chamberlain and Simmons have served notice they will continue their filibuster, attempting not only to force the acceptance of these amendments, ...